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GOVERNMENT GAZETTE

BOLETIM OFICIAL

SUPPLEMENT

(SUPLEMENTO)

GOVERNMENT OF GOA, DAMAN AND DIU

Law Department

Notice

LD/1/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under sections 19, 52 and 67 of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

Notification

In exercise of the powers conferred by Sections 19, 52 and 67 of the Inland Steam Vessels Act (Act I of 1917) the Government of Goa, Daman and Diu is pleased to promulgate the following Survey Rules for Inland Steam (motor) vessels.

RULES

PART I

General

1. Short title and application. — (i) These Rules may be called the Inland Steam Vessels (Construction and Survey) Rules, 1965.

(ii) These Rules shall apply to all steam and motor vessels which ply in the Inland waters of Goa, Daman and Diu and within such limits of Ports and harbours as may be promulgated in the Official Gazette from time to time. The following areas have been declared to be Inland Waters under the said act: —

- Tidal waters of the ports of Mormugao and Panjim and rivers leading into it that are to the East of an imaginary line drawn from signal station on the Mormugao headland to lighthouse on the Ilha Grande and further to Aguada Lighthouse, during the period of fair weather season from 16th of September to 20th of May.
- Tidal waters of Mormugao harbour and rivers leading into it that are to the East of an imaginary line drawn from the signal station on the Mormugao headland to Dona Paula observation tower during the period of foul season from 21st May to 15th September.
- Tidal waters of the port of Panjim and rivers leading into it that are to the East of an imaginary line drawn from the Marca-Tejo Lighthouse on the South bank of the Mandovi river to Reis Magos Lighthouse on the North Bank, during the period of foul season from 21st May to 15th September.
- Tidal waters of the:—
Tiracol River, Chapora River, Sal River and Talpona River.

2. Definitions. — (i) «The Act» means the Inland Steam Vessels Act (Act I of 1917).

(ii) «Surveyor» means a Surveyor appointed under Section 4 of the Act.

(iii) «Government» means the State Government of the Union Territory of Goa, Daman and Diu.

(iv) «Inland Vessel» means any mechanically propelled vessel plying in the Inland Waters of Goa, Daman and Diu.

(v) «Length» means length measured from the forward side of the steam to the afterside of the stern post at the level of the upper deck.

(vi) «Fair Season» is from 16th September to 20th May. «Foul season» is from 21st May to 15th September.

(vii) «Approved life-buoy» shall be deemed sufficient to provide buoyance for two persons;

(viii) «Buoyant apparatus» shall mean rectangular rafts fitted with buoyancy tanks of yellow metal or copper sufficient to support up to Fourteen persons in the water; and shall include buoyant deck seats;

(ix) Other terms wherever occurring have the same meaning as defined in the Act.

PART II

Construction

3. Strength of Hull. — (i) The strength of the hull structure of every inland vessel is to be adequate for the intended service. Scantlings approved by Classification Societies to be accepted.

(ii) Vessels intended for the carriage in bulk of petroleum and petroleum products are required to comply with the Indian Petroleum Act, 1934 (Act XXX of 1934) and the rules made thereunder.

4. Bulkheads. — (i) An inland vessel shall have at least three efficient watertight bulkheads — one on either side of the engine room, and a collision bulkhead forward. Vessels over 30 ft. in length should have provision for enclosing the stern tube watertight. In vessels (whether constructed of wood or steel) fitted with internal combustion engines bulkheads separating the machinery space from the accommodation must be made of steel. In small open boats, however, a wood bulkhead may be accepted subject to it being lined against fire hazards to the satisfaction of the surveyor.

(ii) All bulkheads must be maintained watertight; Shafts or pipes passing through should be fitted with watertight bulkhead glands and stuffing boxes.

(iii) To be strong enough to add to the transverse strength of vessels.

5. Subdivision. — (i) Vessels over 60 ft. in length are required to be efficiently subdivided. Calculations to be submitted to the Captain of Ports, Panjim.

(ii) Other vessels to have reasonable subdivision.

(iii) Vessel for larger number of passengers say over 100 to be specially considered.

6. Deck openings and Hatch openings. — All openings in the main deck should be constructed of adequate strength and should be properly fitted. Hatch openings should be provided with hatch covers (made of wood or other material) of adequate strength and should be capable of being battened down.

7. Side Scuttles. — Side scuttles fitted below the deck must be of non-opening type.

8. Flooring. — Flooring must be provided throughout the vessel. It must be removable to allow for clearing and inspection, and must allow rapid drainage of water to the bilges. Drain plugs in the skin of the vessel will not be permitted.

9. Position of Helmsman. — Provision must be made in all vessels, whether or not fitted with raised decks or similar obstructions, for the helmsman to have a clear view for safe navigation.

10. Height of Sides and Rails. — In open vessels the top of the gunwale, covering board or wash strake, or the upper edge of the half deck at side as the case may be, should be not less than 20" above the flooring boards in the case of vessels 20' in length or less, and not less than 36" in the case of vessels 40 ft. in length or more. For lengths between 20 and 40 ft. the height should be in proportion. When the height from the top of the covering board is less than that stated above, a wash board or rail is to be fitted above the covering board in such a position that the top of the rail is at least the required height above the flooring boards. Decked motor launches are to be provided with bulworks or rails not less than 3' 3" in height and the rails should not be more than 9" apart unless strong netting is provided. In vessels over 60 ft. in length, the height of side rails should be 3 ft. 6".

11. Freeboard. — (i) When the vessel is loaded with weights representing full number of passengers and crew at 140 lbs. for each person, and when all the necessary fuel and stores, freshwater provisions, etc. is on board, the clear height of side above water, at the lowest point is not to be less than 15" for vessels 20 ft. in length or less and 30 inches for vessels 60 feet in length and over. For lengths between 20 and 60 ft. the height should be in proportion for bigger vessels freeboard to be specially considered.

(ii) The freeboard of vessels permitted to ply during the foul season is to be $1\frac{1}{2}$ times as calculated above.

(iii) The freeboard of cargo carrying and towing vessels is to be sufficient for the intended service after taking the strength and other safety factors into consideration.

(iv) The freeboard as calculated above is to be marked as follows:

Free board from Deck line to Load Line

Fair Season ... inches or millimetres.	Upper edge of line through centre of disc.
Foul Season ... inches or millimetres.	Upper edge of line through centre of disc.
Allowance for fresh water of all free boards 2".	
This free board is for salt water.	

12. Stability. — An including experiment must be carried out to determine the elements of stability. In order to determine G. M. accurately hydrostatic curves are to be submitted.

13. Twin Screws. — Inland vessels over 60 ft. in length carrying passengers should be fitted with twin screws. If in any special case an owner does not propose to do so, the case should be referred to the Captain of Ports, Panjim.

PART III

Boilers and machinery

14. Submission of plans. — On first survey of a vessel, full particulars of the general arrangement

of machinery, boilers (if any) fuel tanks, engine casings, means of prevention of spread of oil from the machinery space, capacity of fuel tanks, bilge pumping arrangements, fire fighting equipment together with any other plans the Surveyor may require, should be submitted for approval.

15. **Boilers.** — Steam boilers should comply with the requirements contained in the Indian Merchant Shipping (Construction and survey of Passenger Steamers) Rules, as amended from time to time.

16. **Internal Combustion Engines.** — Internal combustion engines should be of approved design.

17. **Nature of Fuel.** — Internal combustion engines are to have as their fuel paraffin, diesel or a heavy oil but *not* petrol.

18. **Propeller Shafts.** — Propeller shafts are to be manufactured from tested material. They should, in general, comply with the Indian Merchant Shipping (Construction and Survey of passenger Steamers) Rules. Metal tests of bronze shafts are to be carried out.

19. **Fencing of Moving Parts.** — All machinery in an inland vessel shall be adequately fenced in or be provided with suitable protection so as to preclude any passenger or crew from coming in contact with a moving part or otherwise sustain injury.

20. **Trials.** — After the installation of the propelling machinery, running and manoeuvring trial under service conditions are to be witnessed by the surveyor to his satisfaction before the Declaration of Survey is issued. Vessel to have reasonable fore and aft directional stability specially while astern running.

21. **Motor Compartment: Construction, Ventilations, etc.** — (i) If the motors and fuel tanks are situated below deck and oil of a flash point lower than 150° F. is used, the motor and fuel tanks must be enclosed in separate watertight and well ventilated compartments, in which no stove or other similar heating apparatus is to be placed. Each compartment must be furnished with at least two cowl ventilators one of which is to be led well down into the space to prevent accumulation of vapour in the lower part. Any enclosed space within which a motor or fuel tank is placed must be ventilated in this manner, irrespective of whether heavy or light oil is used as fuel.

(ii) In open vessels, the spaces occupied by the motor and fuel tank should, preferably, be at the after end of the vessel and separated from the space allotted for the accommodation of passengers and crew by a substantial bulkhead as high as the seats and watertight up to at least half its height to prevent the spread of oil to the passenger or crew space. If it is desired to place the motor amidships or forward, either arrangement may be allowed provided that a bulkhead or casing, formed in the manner stated, is placed between the motor space and the passenger or crew space.

(iii) Motor must be covered in, and the compartments or casings containing them must be constructed of steel or if of wood, lined with asbestos sheeting $\frac{1}{4}$ " in thickness covered with sheet steel for bulkheads separating the machinery space from the accommodation spaces, (see rule 4).

(iv) If the vessel is of wood, a metal tray which can readily be cleaned and is of suitable depth must be fitted under the motor, the bilges must be protected against saturation by oil.

22. **Fuel Tanks.** — (i) Fuel tanks must be substantially constructed of suitable material, no larger than is necessary and must be securely fixed in position. No part of the fuel tanks or their fittings is to depend on soft solder for tightness. Fuel tanks and their connections must be perfectly oiltight and tested by hydraulic pressure to a head of water of at least 15 ft. If a pressure feed system is fitted, particulars of tanks and fittings are to be submitted to the Captain of Ports, Panjim.

(ii) Tray for Fuel Tanks: a suitable metal or lead lined tray from which any accumulation of oil can be readily removed must be fitted under each tank.

23. **Arrangements for Filling and Position of Fuel Tanks.** — (i) In order to minimise the risk of fire and exposition, the arrangements for filling the fuel tanks are to be such that oil or spirit will not spill or overflow either into the compartment containing the tanks or any other part of the vessel. Arrangements must also be made for discharge overboard the vapour which is displaced when the tanks are filled through the deck, the wood work surrounding the inlet pipe must be covered with sheet metal to prevent it becoming saturated with oil or spirit. A beading must be fitted at the edge of the sheathing to prevent the oil or spirit from spreading.

(ii) A properly secured wire gauze diaphragm or tube strainer, which can easily be taken off for cleaning and examination is to be fitted to each filling inlet and at each vapour orifice must have a suitable screwed cap.

(iii) Fuel tanks should not as a rule be fitted in the motor space, but should be placed in a separate compartment or on deck, remote from the motor. A modification of this requirement will be granted only where the flash point of the fuel exceeds 150° F., or in case of small open vessels where the machinery is fitted at the after end.

(iv) No loose cans of fuel oil or spirit are to be carried and the fuel tanks must not be filled when the passengers are on board.

24. **Fuel pipe Arrangements.** — (i) The pipe conveying the fuel must be of seamless material made with easy bends and metal to metal joints. A cock or a valve is to be fitted at each end of the fuel pipe line, and no joint should depend on soft solder for tightness. The joints and couplings are to be readily accessible. It must be possible to close any fuel tank outlet cock or valve readily from a position outside the compartments containing the tank and the motor. This portion must be such that it is not likely to be cut off in the event of fire in those compartments.

(ii) On engines using paraffin as fuel, the air inlet pipe to the carburettor must be fitted with a wire gauze diaphragm and so arranged as to satisfy the surveyor that there will be no danger of fire or explosion from escaping vapour when the engine is stopped, or from flame should a back-fire occur.

(iii) As a general rule, exhaust pipes should not be carried through enclosed passenger spaces. No unjacketed exhaust pipe will be permitted in any enclosed motor or other room. If the temperature of the pipe exceeds 400 F. under full working conditions, it must be watercooled.

25. Bilge Pumping and Bailing arrangements. — (i) One rotary, semi-rotary or plunger type of pump with independent suction to each watertight compartment and two bailers are to be provided in every inland vessel.

(ii) All Decked launches, and open launches above 60 ft. In addition to the hand pump required as above, a power pump which may be driven off the main engines, is to be provided.

(iii) Independent bilge suction referred to in sub-clause (i) above may be dispensed with at the discretion of the Captain of Ports, Panjim, if in any particular case it is not found practical to provide them.

(iv) One bailer and one bucket may be accepted in lieu of two bailers.

(v) Bilge pipes should, in general, be not less than $1\frac{1}{4}$ " in diameter. In small launches smaller diameter piping may be accepted by the surveyor at his discretion. In larger vessels diameter and capacity of bilge pump to be as per Merchant Shipping Construction rules.

26. Steering Gear, Rudder and Tiller. — (i) Steering gear chain, blocks, quadrants, etc. running through passenger and/or crew spaces should be covered in or provided with portable guards properly secured so as not to endanger passenger or crew.

(ii) Where the Rudder is ordinarily operated by power, it shall also be capable of being operated by hand in an emergency.

(iii) Small launches should be supplied with a spare Tiller.

(iv) Larger vessels to have buffer springs to absorb shock.

PART IV

Life saving appliances and light and sound signals

27. Life Saving Appliances. — Inland vessels shall be provided with Life Saving Appliances as follows:

(i) Every steam or motor vessel requiring a Certificate of Survey under the Act, shall be provided with buoyancy sufficient for the total number of persons the vessel is intended to carry.

Provided that if such vessel holds an unberthed passenger certificate called «Certificate A» granted under Section 241 of the Merchant Shipping Act, 1958, (Act 44 of 1958), such vessel shall be deemed to have complied with this rule if it is provided with appliances for saving life as prescribed by the Merchant Shipping (Life Saving Appliances) Rules 1956.

(ii) Every such vessel under 70 ft. in length shall be provided with buoyancy for all persons on board. At least 60% of the total buoyancy shall be in the form of buoyant apparatus and the remaining 40 per cent may be life-buoys.

Provided that in the case of small launches under 40 feet in length, where it is impracticable to carry the buoyant apparatus required by this rule, the Captain of Ports, Panjim may sanction a lesser percentage of buoyant apparatus or may allow the whole of the buoyancy to be provided by approved life-buoys.

(iii) Vessels over 70 feet in length and under 150 feet in length shall carry at least one approved boat and if over 150 feet in length two such approved boats. The boats shall be attached to davits.

(iv) In addition to the boats required under rule 5 every vessel over 70 feet in length shall carry buoyant apparatus which shall be sufficient together with the boat to accommodate 60 percent of the total

number of persons the vessel is certified to carry, the remaining buoyancy may be supplied by life-buoys.

(v) All buoyant apparatus shall be constructed under the supervision of, and tested by, a Surveyor of the Mercantile Marine Department.

(vi) All buoyant apparatus and life-buoys shall be so placed as to be capable of floating off the vessel freely.

(vii) No master of an Inland Steam (Motor) Vessel shall proceed on any voyage unless the life-saving appliances required by these rules are on board and in good condition and in a position available for immediate use.

28. Light and Sound Signals. — Every inland vessel shall be provided with Navigation Lights and means of making Sound Signals in accordance with the Collision Regulations. (See Appendix 2.)

29. Steam Whistle and Bell. — (i) Inland vessels must have an efficient whistle or siren operated by steam or some substitute for steam, and an efficient bell. The bell must be at least 6" in diameter. The whistle or siren is to be so placed that the sound will not be obstructed by any awning, or deckhouse, or other fittings. The whistle or siren should be tried at all surveys and not accepted unless efficient.

(ii) Vessels of less than 40 tons gross may be fitted with an efficient hand operated Klaxon or Electric Horn.

PART V

Fire appliances

30. Inland vessels shall be provided with appliances and equipment for Fire Fighting and for protection from danger or explosion in accordance with the following rules (See also Appendix 2).

(i) (a) Inland Steam or Motor Vessels of under 100 tons gross shall carry one portable hand pump with suction and hose complete. (b) Inland Steam Vessels of 100 tons gross but not exceeding 600 tons gross shall be provided with one power pump which must be independent of the main engine and one hand pump as above.

(c) Inland Steam or Motor Vessels of over 600 tons gross shall be provided with two power pumps, one of which must be independent of the main engine, and one hand pump as above.

(d) Suitable hose must be fitted to the pumps. The delivery hose should be coupled in convenient lengths to reach any part of the vessel and be fitted with a standard copper nozzle.

(e) The fire hoses should be connected and stretched to judge of their length, and be thoroughly examined at every survey, also tested by pumping water through them by the main donkey and hand pumps at full pressure.

(f) The fire hose must be of material in every way suitable for the period of the passenger certificate and be of sufficient diameter to the satisfaction of the Surveyor.

(g) All Inland Steam Vessels which carry passengers shall be provided in addition with chemical fire extinguishers of the approved type in the ratio of one extinguisher for every 100 tons gross with a minimum of two extinguishers.

(ii) Open Motor Launches: Open Motor Launches shall be provided with means for extinguishing fire in accordance with the following scales:—

- (a) Vessels not exceeding 30 feet in length:— Two tetra-chloride fluid extinguishers of the hand pump type, one froth or foam fluid extinguisher, containing at least 1 gallon each.
- (b) Vessels over 30 feet and not exceeding 50 feet:— Two tetra-chloride fluid extinguishers of the hand pump type, two froth or foam fluid extinguishers, containing at least 1 gallon each.
- (c) Vessel over 50 feet and not exceeding 70 feet:— Three tetra-chloride fluid extinguishers of the hand pump type. Two froth or foam fluid extinguishers, 2 gallon size.
- (d) In vessels exceeding 70 feet in length the fire extinguishing appliances will receive special consideration on the case being submitted to the Captain of Ports, Panjim, who will be guided by the relative Instructions to Surveyor issued from the time to time by the Ministry of Transport.
- (e) In all vessels a box containing a suitable quantity of sand and a suitable scoop for applying the sand should be provided.

(iii) Extinguishers of the pressure type should comply with the standard specification. The extinguishing fluid must not be harmful to anyone with whom it comes in contact. Permanent printed instructions should be attached to or pasted above each apparatus showing how it is operated, and it should be stated whether the apparatus may be stowed in any position or in a certain position only. The extinguishers should be placed in a position ready for immediate use one forward and one aft of the mid-line of the Vessel and the plunger, if fitted, for breaking the glass containing the acid should be protected from accidental movement.

(iv) Decked motor launches and launches certified for night plying should have further provisions for extinguishers. There should be a satisfactory high pressure extinguisher carried in each passenger compartment and a fire pump (hand or power) which may be the ordinary bilge pump with suitable sea connection and a hose at least $1\frac{1}{4}$ inches in diameter. If any special difficulties are experienced in the case of an existing vessels in complying with this requirement as to a fire pump and hose, the case should be submitted to the Captain of Ports, Panjim.

(v) Closed Motor Launches: In the case of closed motor launches the question of fire extinguishing arrangements should in each case be submitted for the order of the Captain of Ports, Panjim.

(vi) An Inland Steam and Motor Vessel shall be provided with approved fire-buckets in the ratio of one bucket for each member of the crew, but the number of buckets need not exceed 30 in any vessel.

(vii) Decks to be caulked:— All decks should be properly caulked and lower decks should be securely fastened.

(viii) The Master of an Inland Steam (Motor) Vessel shall not proceed on voyage unless the fire extinguishers etc., required by the Rules are on board in efficient working orders and in a position available for immediate use.

(ix) If in any case an Inland Vessel is unable to comply fully with the requirements set out above, and in all cases of vessels exceeding 150 feet in

length, the Fire Appliances to be provided are to be referred to the Captain of Ports, Panjim, for approval.

31. Calculation of Number of Passengers. — (i) Open Launches: The number of passengers allowable by area is found by dividing by four the area in square feet of the clear space measured. The number allowable by seating is found by dividing the length in feet of each continuous seat by 1.5. The number allowable for each part is the lesser of the numbers given by area and by seating. In open launches the number of passengers is not to exceed two per foot of the ship's length as defined in Rule 2(V) of these rules. In any case the maximum number of passengers allowable for any open launch is not to exceed 100.

(ii) Decked Launches: The forward extremity of the space available for passenger accommodation is to be determined as described above for open launches, and the clear area of this space is to be obtained by deducting all encumbrances such as skylights, companions, machinery casings, navigating spaces, lifeboats, and ventilators. In decked launches only decks constructed of or covered over with wood sheathing closely and securely fitted, or laid with an approved non-conductive composition is to be measured for passengers.

Number of Passengers:

- (a) Single Decked Launches: Number of passengers allowable by area is to be found by dividing the clear deck area in square feet by 6. The number allowable by seating is found by dividing the length in feet of each continuous fixed seat by 1.5. The number allowable for such space is the lesser of the numbers given by area and by seating. No passenger will be permitted below deck on a single deck vessel.
- (b) Vessels with more than One Deck: The maximum number of passengers that may be allowed is to be ascertained by using the divisor 6 for the area of the main upper deck and shade deck in square feet, and the divisor 9 for area in square feet of the saloon or cabin floor below deck. Only one saloon below deck should be included in passenger measurements, except that where the vessel has a proper standard of watertight subdivision, then two saloons may be included, if of moderate size, subject to the approval of the Captain of Ports, Panjim.
- (c) Boat Deck: A vessel with a boat deck forming part of the permanent structure of the vessel and considered adequately strong and suitable for the accommodation of passengers by the surveyor, may be measured for passengers. The maximum number of passengers that may be allowed on this deck is to be ascertained by using the divisor 9 for the clear area of the deck in square feet.
- (d) The number of passengers to be allowed for each space must not exceed the number for which seating accommodation is provided, and this number should be found as indicated in the above paragraphs.
- (e) In all vessels seating must be so arranged that there will be no obstruction to a person from passing fore and after quickly in

case of emergency. No gangway should be less than 18" wide. A width of 2 ft. is desirable.

- (f) Finally the total number of passengers would be subject to the vessel having sufficient stability. While arriving at stability due consideration is to be given to the possibility of heavy baggages on deck as well as shifting baggages etc.
- (g) At least 15% clear area should be taken for baggages.

32. **Foul Season Numbers.** — Total number of passengers permitted to be carried during the foul season should in no case exceed two third the total number allowed for the fair season.

33. **Barriers.** — Inland vessels engaged in carrying large number of passengers should have a strong barrier constructed on each deck.

34. **Water Closets.** — (i) In addition to and exclusive of a sufficient number of closets for saloon passengers and crew inland steam vessels on voyages of more than 6 hours duration shall be provided with latrines for the exclusive use of deck passengers in the ratio of two latrines for the first hundred deck passengers and one for every hundred or part of hundred such passengers for which the vessel is certified. A fair proportion of latrines shall be allotted from the above for the sole use of women and shall be so marked outside. In no case shall there be a lesser number than two nor need there be more than six latrines so provided. The latrines should be of approved dimensions, have adequate head room and ventilation, and should provide reasonable privacy.

(ii) On vessels which ply by day on voyages not lasting more than six hours, there shall be one latrine for every 200 passengers with a minimum of two, and one of these shall be marked for women.

(iii) The Surveyor may recommend to the Captain of Ports, Panjim, to exempt wholly or in part very small vessels from compliance with this rule.

PART VI

Equipment

35. Each inland vessel is to be provided with anchors and chain cable sufficient for the intended service. Anchors and chain cable provided in accordance with the requirements of a Classification Society recognised by the Government of India will be accepted. For vessels up to 100 tons gross, the anchors and chain cable may be provided as follows:

Gross Tonnage	Short link Chain Cable		No. of anchors and their weight including stock	
	Fathoms	Diameter Two, of a combined wt. of		
Up to 5 tons	15	$\frac{1}{4}$	78 lbs.	
5.01 to 7.5 tons	15	$\frac{5}{16}$	84 lbs.	
7.51 to 10	15	$\frac{5}{16}$	96 lbs.	
10.01 to 15	15	$\frac{5}{16}$	108 lbs.	
		CWT	lbs.	
15.01 to 20	15	$\frac{3}{8}$	1	8 lbs.
20.01 to 25	15	$\frac{3}{8}$	1	20 lbs.
25.01 to 30	20	$\frac{3}{8}$	1	32 lbs.
30.01 to 40	25	$\frac{7}{16}$	1	36 lbs.
40.01 to 50	30	$\frac{7}{16}$	1	80 lbs.
50.01 to 65	30	$\frac{1}{2}$	2	4 lbs.
65.01 to 80	45	$\frac{1}{2}$	2	40 lbs.
80.01 to 90	45	$\frac{1}{2}$	2	64 lbs.
90.01 to 100	60	$\frac{9}{16}$	2	68 lbs.

* If stud link cable is provided it may be $\frac{1}{16}$ " less in diameter. Vessels above 100 G. T. to be determined on the basis of equivalent.

36. If in any case it is proposed to supply ground tackle which does not comply with the foregoing rule as regards the weight of anchors of the size and length of cable, and there is doubt as to the sufficiency of the tackle, full particulars of the case are to be submitted to the Captain of Ports, Panjim.

37. Every vessel must have on board at least one hand lead line 15 fathoms in length with lead of at least 7 lbs. weight except in small vessels plying in shallow water which may have a depth measuring bamboo or other suitable pole or rod suitably marked.

38. Open launches must be provided with at least three cars and rowlocks and an efficient boat-hook.

39. Vessels above 60ft. in length should be provided with at least two heaving lines, and one heaving line shall be provided on vessels of less than 60 ft.

PART VII

Plying limits

40. **Plying limits.** — The plying limits of an inland vessel shall be fixed having due regard to its size, robustness of construction, freeboard sheer, stability, speed, number of passengers to be carried and the weather and tidal conditions obtaining in the proposed area of plying.

41. **Inland Water limits.** — An inland vessel shall not ply outside Inland water limits specified for the area or outside the limits stated in her Certificate of Survey. An inland vessel proceeding outside the Inland Water Limits does so at her peril and is to be considered as going to sea. Her plying outside inland Water Limits would fall outside the provisions of the Inland Steam Vessels Act. The Captain of Ports, Panjim, may however, permits an inland vessel to round head lands or proceed for short distances along the coast for the sole purpose of taking the vessel from one inland plying area to another.

42. **Foul Season Plying.** — (i) Inland passenger vessels are normally permitted to ply during the fair season only except in rivers and creeks which are completely sheltered from the effect of adverse weather conditions during the foul season. Every case in which a vessel is permitted to ply in the foul season in exposed area is to be submitted to the Captain of Ports, Panjim, for orders.

(ii) No vessel less than 30 ft. in length would normally be considered for plying during the foul season.

(iii) Vessels intended for plying during the foul season should be fully decked. Cases of other types of vessels for foul weather plying are to be submitted to the Captain of Ports, Panjim, for orders.

(iv) New vessels proposed to be constructed for plying during the foul season should have a length beam ratio of not more than 3.5, a minimum metacentric height of 18", a sheer not less than 4% of the length, a minimum speed of 10 knots, and should be propelled by twin screws.

43. **Maintenance of Equipment.** — Life Saving Appliances, Light and Sound Signals and other equipment required to be provided in inland vessels in accordance with these rules is to be maintained on board in an efficient condition throughout the validity of the Certificate of Survey. If, at any time

it is found that an inland vessel is plying or intends to ply with any item of Life Saving Appliances, Lights and Sound signals and other Equipment missing or not as was provided at the time of issue of the certificate of Survey, then its survey Certificate shall be withdrawn by the Captain of Ports, Panjim, and the Owner/Master of the vessel shall be further liable to any penalties to which he may become liable in accordance with the provisions of the Act or these rules.

44. **Penalty.**—A breach of any of the above rules by an Owner or a Master of an inland vessel shall be punishable with imprisonment for a term which may extend to six months or with fine which may extend to Rs. 500/- or with both.

45. **Exemptions.**—Notwithstanding anything contained in these rules, the Government of Goa, Daman and Diu, may, upon such conditions if any as it may think fit to impose, exempt any inland vessel from any specific requirement contained in these rules or prescribed in pursuance of the Inland Steam Vessels Act 1917, or dispense with the observance of any such requirement in the case of any inland vessel if it is satisfied that the requirement has been substantially complied with or that compliance with the requirement is unnecessary or ought to be dispensed within the circumstances of the case.

PART VIII

46. **Fees.**—Scale of fees to be paid by owners for undertaking survey work is given in Appendix I.

PART IX

47. **Forms.**—Proforma of relevant forms required to be used are given in Appendix 4.

APPENDIX I

Table of Survey Fees

Every application for survey shall be accompanied by a fee calculated on the basis of tonnage of the Steam/Motor vessels in accordance with the rates given below:—

(1) In respect of inland steam vessels of which the gross tonnage—

	Rs.
does not exceed 10 tons	75
Exceeds 10 tons but does not exceed 25 tons	100
Exceeds 25 tons but does not exceed 50 tons	125
Exceeds 50 tons but does not exceed 75 tons	150
Exceeds 75 tons but does not exceed 100 tons	175
Exceeds 100 tons but does not exceed 300 tons	200
Exceeds 300 tons but does not exceed 600 tons	250
Exceeds 600 tons but does not exceed 900 tons	300
Exceeds 900 tons but does not exceed 1200 tons	350
For every 300 tons or part thereof over 1200 tons...	50

(2) Special survey fee chargeable when a vessel is surveyed for the first time for issue of certificate of survey

60

(3) For change of name of Master or Serang on certificate of survey

5

(4) Issue of extra copy of certificate of survey:

(i) If request is made along with the application for survey, per copy

2

(ii) If request is received subsequently, per copy

5

(5) Fee for the visit of a Surveyor at the request of the owner for ascertaining whether a vessel can be issued with a certificate of survey or for general visits by Surveyors at request of owners per visit

60

(6) The fees payable for extension of a certificate of survey shall be one-fourth the annual survey fee.

APPENDIX 2

Scale of Fire Appliances

A—30 ft. & under. D—Between 70 ft. and 100 ft.
B—Between 30 ft. and 50 ft. E—Between 100 ft. and 150 ft.
C—Between 50 ft. and 70 ft.

Inland Steam Vessels with Coal-Fired Boilers										
	Partially Decked					Fully Decked				
	A	B	C	D	E	A	B	C	D	E
Length of ship...	—	—	—	—	—	—	—	—	—	—
Sant. (cu. ft.)...	—	—	—	—	—	—	—	—	—	—
Scoops	—	—	—	—	—	—	—	—	—	—
Nozzles (Plain)	—	—	—	1	2	—	—	1	1	2
Nozzles (Spray)	—	—	—	—	—	—	—	—	—	—
Hose { 30 ft.	—	—	—	2	—	—	—	1	2	—
Lengths { 60 ft.	—	—	—	—	2	—	—	—	—	2
Hydrants	—	—	—	2	2	—	—	1	2	2
Fire Buckets	One for each member of the crew with a minimum of two. 50% of these buckets to be fitted with lanyards.									
Fire pump	—	—	—	1	1	—	—	1	1	1
Portable Fire Extinguisher for Engine Room or Boiler Room	—	—	—	—	—	—	—	—	—	—
Portable Fire Extinguisher in Crew Spaces	—	—	2	2	2	—	—	1	2	2
Portable Fire Extinguisher in passenger space	—	—	2	2	2	—	—	2	2	2
Steam smothering arrangements to be fitted	No	No	No	No	No	No	No	No	No	No
Fireman's Axe...	—	—	1	1	1	—	—	1	1	1

APPENDIX 2 (contd.)

Scale of Fire Appliances

A—30 ft. & under. D—Between 70 ft. and 100 ft.
B—Between 30 ft. and 50 ft. E—Between 100 ft. and 150 ft.
C—Between 50 ft. and 70 ft.

Inland Motor Vessels, or Steam Vessels with Oil-Fired Boiler										
	Partially Decked					Fully Decked				
	A	B	C	D	E	A	B	C	D	E
Length of ship...	2	2	4	4	6	2	4	4	4	6
Sant. (cu. ft.)...	1	1	2	2	2	1	1	2	2	2
Scoops	—	—	—	1	1	—	—	—	1	1
Nozzles (Plain)	—	—	—	1	1	—	—	1	1	1
Nozzles (Spray)	—	—	—	2	—	—	—	1	2	—
Hose { 30 ft.	—	—	—	—	2	—	—	—	—	2
Lengths { 60 ft.	—	—	—	—	2	—	—	—	—	2
Hydrants	—	—	—	2	2	—	—	1	2	2
Fire Buckets	One for each member of the crew with a minimum of two. 50% of these buckets to be fitted with lanyards.									
Fire pump	—	—	—	1	1	—	—	1	1	1
Portable Fire Extinguisher for Engine Room or Boiler Room	2	2	3	4	5	2	2	3	4	5
Portable Fire Extinguisher in Crew Spaces	—	—	2	2	2	—	—	1	2	2
Portable Fire Extinguisher in passenger space	—	—	2	2	2	—	—	2	2	2
Steam smothering arrangements to be fitted	No	No	No	No	No	No	No	No	No	No
Fireman's Axe...	—	—	1	1	1	—	—	1	1	1

APPENDIX 3
REGULATIONS
FOR

PREVENTING COLLISIONS AT SEA

Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following Rules, except where the context otherwise requires:—

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the uppermost continuous deck;
- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast of from four to six second's duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

PART B. — LIGHTS AND SHAPES

Rule 2

(a) A power-driven vessel when under way shall carry:—

- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (11½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
- (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet,

and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.

- (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(b) A seaplane under way on the water shall carry:—

- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
- (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Rule 3

(a) A power-driven vessel when towing or pushing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a

vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each less than 2 feet in diameter.

(j) A vessel engaged in laying or in picking up a submarine is, or navigation mark, or a vessel engaged in surveying Panjerwater operations when from the nature of her work furlhnable to get out of the way of approaching vessels, come 117, in lieu of the lights specified in Rule 2 (a) (i) and lights in a vertical line one over the other not less apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand, lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points (22½ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Rule 7

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:—

(a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry:—

(i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.

(ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (22½ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by sea-going vessels, may carry the white light at a less height than

9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4 (a) and 11 (e).

Rule 8

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Rule 9

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black

conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:—

- (i) If power-driven vessels, shall show in the same position as the white light mentioned in Rule 2 (a) (i) tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points (22½ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points (22½ degrees) on each bow to 2 points (22½ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).
- (ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.
- (iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in Rule II (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule II (c). By night she shall show the light or lights specified in Rule II (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c) (v), which signal shall also be used, on the near approach of another vessel in good visibility.

NOTE.—For fog signals for fishing vessels, see Rule 15 (c) (ix).

Rule 10

(a) A vessel when under way shall carry at her stern a white light, so constructed that shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.—For vessels engaged in towing or being towed, see Rules 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Rule 11

(a) A vessel under 150 feet in length when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and

at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

Rule 12

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules.

Rule 13

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adapted by shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Rule 15

(a) A power-drive vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given:—

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day

or night, the signals prescribed in this Rule shall be used as follows:—

- (i) A power-driven vessel making way through the water, shall sound at intervals or not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in subsections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Rule 16

Speed to be moderate in fog, etc.

(a) Every vessel, (or seaplane when taxi-ing on the water), shall, in fog, mist, falling snow, heavy rainstorms or any other conditions similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

PART C.—STEERING AND SAILING RULES

Preliminary

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

2. Risk of collision can, when circumstances permit, be by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather

conditions, may be unable to change their intended action at last moment.

Rule 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the other, as follows:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the post side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, nearly end on, in such a manner as to involve risk of collision, and does not apply to vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other, in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of these Rules and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression «power-driven vessel» shall be construed accordingly.

Rule 19

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the later vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points ($22\frac{1}{2}$ degrees) abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Rule 26

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Rule 27

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitation of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

PART D. — MISCELLANEOUS

Rule 28

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port".

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

Rule 29

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Rule 30

Reservation of Rules for Harbours and Inland Navigation

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

Rule 31

Distress Signals

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

- A gun or other explosive signal fired at intervals of about a minute.
- A continuous sounding with any fog-signal apparatus.
- Rockets or shells, throwing red stars fired one at a time at short intervals.
- A signal made by radiotelegraphy or by any other signalling method consisting of the group ... in the Morse Code.
- A signal sent by radiotelephony consisting of the spoken word «Mayday».
- The International Code Signal of distress indicated by N. C.
- A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- Flames on the vessel (as from a burning tar barrel, oil barrel, & c.).
- A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

NOTE:—A radio signal has been provided for use by vessels in distress for the purposes of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

Rule 32

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean «put the vessel's rudder to starboard»; left rudder or port to mean «put the vessel's rudder to port».

APPENDIX 4

SURVEY FORM No. 1

To

The Surveyor of Inland Steam or Motor Vessels
Government of Goa, Daman and Diu
at...

Application for the Survey of an inland steam or motor vessel
under Act I of 1917

Inland Motor Barge/Launch

- Name of vessel ...
- Port of Registry ...
- Hull where built and when ...
- Dimension of hull ...
- Engines where built and when ...
- Particulars of engines ...
- Previous survey if any, where when
- Gross tonnage ...
- Date of proposed inspection ...
- Place where vessel can be found ...

I hereby apply to you to make the necessary arrangements for the survey of the vessel abovenamed on the date and at the place stated, should the requirements of the public service permit. I have paid to the officer appointed under section 6 of the Act a fee of Rs. ... In respect of the survey, and I hereby agree to pay on demand such extra fees as may be leviable under the rules including fees for excess tonnage and such fees as may be assessed for the expenses of journey of the Surveyor.

Station ...

Date ...

Signature of owner or master.

Address:—

Note.—(1) Three clear days' notice shall be given in all cases.
(2) In the case of vessels not previously surveyed the tonnage may be stated approximately by the applicant and will be determined accurately on survey, fees being levied accordingly.
(3) No certificate shall be granted till all fees are paid.

* These words should be inserted only when the survey is to be made in any place other than Panjim & Mormugao and the surveyor does not reside at that place.

SURVEY FORM No. 2

Particulars to be furnished in respect of new Motor Vessels or Vessels that are to be surveyed for the first time

1. Name of vessel ...
2. Owner & address ...
3. Length ... Breadth ... Depth ... Girth ...
4. Passenger/Non passenger ...

Certificate required

5. HULL

When built ...
 Builders ...
 Material of the hull ...
 Number of bulkheads (watertight or non W.T. and thickness) ...
 Floors (Material and dimensions) ...
 Frames — do — ...
 Hull plating (Material and thickness) ...

6. ENGINES:

Number of sets fitted ...
 Description ...
 When made ...
 Builders ...
 No. of cylinders ... Cyl. Diamr. ... Strokes ...
 Diamr. of propeller shaft ... Material ...
 Horse power ... (Revs) —

7. EQUIPMENT

	SWT.	qr.	lb.
Port Anchor: (Eight) ...			
Std. ...			
Spare ...			
Chain cable (Port) size ...		Length (stud or rubble) ...	
Chain cable (Std) size ...		Length (stud or rubble) ...	
8. Searchlight (size and power) ...			
9. Lifebuoys (number) ...			
10. Buckets (number) ...			
11. Hand Leads (do) ...			
12. Is sand bucket and scoop provided? ...			
13. Navigation Lights (No. of sets, oil/electric) ...			
14. Sound signal (mechanical, electric, etc.) ...			
15. No. of deck crew ... E. R. crew ...			
16. Name of Master, cert. No., Grade, date and place of Issue...			
17. Name of engine driver, cert. No., grade, date and place of issue...			
18. Fire appliances carried ...			
19. Date of hull inspection ... Date of M.C./Inspection ...			
20. Is a fog bell supplied? ...			
21. Is a hand pump provided? ...			
22. What are the plying limits in which the owner wished the vessel to ply? ...			
23. Does the owner wish to ply the vessel after dark at night? ...			

SURVEY FORM No. 3

Survey of Inland Steam or Motor Vessels

To, The Owner or Master of the Inland Steam or Motor Vessel,

Sir,

I have to acknowledge receipt of your application for survey of the above steam or Motor vessel under the Inland Steam-Vessels Act, 1917 (1 of 1917), and to acquaint you, that a Surveyor will proceed on board the vessel at ... O'clock ... M of ... next, the ... day of 19 ...

2. I subjoin a list of the requisite preparations for the survey, which I request may be made before the day and hour abovementioned, so as to prevent loss of the Surveyor's time, otherwise it will be necessary for the Surveyor to postpone the survey some other day.

3. I beg to call attention to the provisions of section 5(2) of the Inland Steam Vessels Act, 1917, which is as follows:

«The owner, master and officers of the steam/Motor-vessel shall afford to the Surveyor all reasonable facilities for a survey, and all such information respecting the Steam or Motor Vessel and her machinery or any part thereof and all equipments and articles on board, as he may require for the purposes of a survey».

Yours faithfully,

Surveyor of Inland/Steam/motor vessel at

List of the requisite preparations for the survey of an Inland Steam or Motor Vessel.

1. Last Registration and Survey certificate, if any ...
2. Master's Certificate ...
3. Engineer or engine-driver's certificate. ...
4. Pumps to be rigged in their place ...
5. Spare tiller if any to be shipped in its place ...
6. Side lamps, lamp for the mast-head light, and lamp for the anchor light to be on deck ready to be put into their places, if necessary ...
7. Lifebuoys to be in readiness ...
8. Leads and lines to be on deck ...
9. Fire-hose to be connected and coupled and stretched along the deck. The conductor to be connected ...
10. Decks, cabins, steerages, and all other passenger spaces to be clear and in a fit state for measurement ...
11. Hull internal of the vessel cleaned and scrapped ...
12. Chain cables (or a portion thereof) to be on deck ...
13. A safe and proper ladder for going up and down the holds ...
14. Boilers to be empty, to be quite cool, and the man and mudhole door to be off, fire bars removed and mountings opened ...
15. Furnace bars to be out of each boiler ...
16. Furnaces, flues, smoke-boxes and tube-plates to be swept quite clean ...
17. The safety-valves and springs to be removed and all mountings opened up, cleaned and ready for inspection ...
18. Crank shaft to be opened up ...
19. All pistons, sides, pumps, etc., to be opened up for inspection ...
20. If motor driven cylinders, pistons, valves and shafts to be opened for examination ...
21. All internal tanks to be opened free of gas and in a clean condition to afford inspection ...
22. Fuel tanks empty gas free and ready for examination ...
23. All pipes and cocks at the vessel's side to be accessible to the Surveyor ...
24. All main and auxiliary machinery to be opened up for examination ...
25. All L. S. A. & Fire Fighting equipments to be ready for inspection ...
26. If the vessel is in dry dock or on a slip-way the hull may be completely examined externally ...

SURVEY FORM No. 4

Dated, the ... 19 ...

To:

The Captain of Ports,
Panjim.

Request the services of a Surveyor to undertake the survey of † steam/motor † vessel/launch, † after 5 P. M./before 7 A. M./Sunday/Holiday* ... on the ... 19 ...
 The Surveyor was released from survey duty at ... †P. M./A. M.

† Master/Owner/Agent.

† Score out what is not required.

* Here insert only the name of the Government approved Holiday.

SURVEY FORM No. 5

Survey of Inland Steam or Motor Vessels

To,

The Owner/Master of the inland steam/motor vessel s.s./m. v. ...

Sir,

Having surveyed the inland steam/motor vessel «...» in accordance with the inland steam-vessels Act, 1917 the following repairs/renewals are recommended before a declaration of survey can be issued in respect of the above mentioned vessel:

Hull: ...

...

Engines: ...

...

Equipment: ...

...

...

Yours faithfully,

Surveyor of Inland Steam/motor vessels at ...

SURVEY FORM No. 16



No.

SURVEYOR'S DECLARATION UNDER SECTION 7
OF ACT I OF 1917

1	Name of steam (motor) vessel P. of registry and official No.
2	Tonnage and Dimensions
3	When and where built, and material Name and Address of Owner
4	Power, nominal (brake)
5	Description of engines, and age
6	Description of boilers, and age
7	Load on safety valves per square inch
8	Ground tackle
Name ... Part of Registry ... Official No. ...	Extreme Length ... Gross Tons ... Register Tons ... Length ... Breadth ... Depth ...
Where and when built ... Name and address of Owner ...	
N.H.P. B.H.P. S.H.P.	
Main boilers ... lbs. Auxiliary boilers ... lbs.	
Anchor ... Cable ... Wires/Ropes ...	

9	Condition of hull
10	General equipment
11	Name of Master and description of certificate, and numbers of officers and deck crew
12	Name of Engineer or Engine-driver and description of certificate and No. and number of engine-room crew
13	When and where last examined in dry dock
14	Limits (if any) beyond which the vessel is not fit to ply
Name ... No. and Grade of Certificate ... Number of Navigating Officers ... Number of deck crew ... Total Deck ...	
Name ... No. and Grade of Certificate ... Number of Engr. Officers ... Number of Engine Room crew ... Total Engine Room ...	

Time if less than one year, for which the hull, boilers, engines, or any of the equipments will be sufficient

For the year ending ... day of ... 196 .		15		
		16		
		17		
Description	Length	Breadth	Depth	Cubic Capacity
Buoyant Apparatus ...				
Lifebuoys ...				
Lifejackets ...				
Passengers	Fair Season	Foul Season		
Saloon Passengers . . .				
Deck Passengers: —				
Main deck				
Tween deck				
Upper deck or Bridge . .				
...				
Total				

DECLARATION TO BE MADE BY THE SURVEYOR

I hereby declare —

1. That on ... at ... I completed the inspection of* ... the steam (motor) vessel ... of ... Official No. ...
2. That the hull and machinery are sufficient for the service intended and in good condition.
3. That the boats, life-saving appliances, lights, signals, compasses, safety valves and fire appliances are such and in such condition as are required by the rules under Act I of 1917.
4. That the hull, machinery and equipment will, in my judgment, be sufficient until ? ...
5. That the load to be placed on the safety valves should not exceed the pressure in lbs. per square inch stated on page 1 of this Form, and that the safety valves have been adjusted accordingly.
6. That the vessel, as regards the hull, machinery and equipments is, in my judgment, fit to ply as an inland steam (motor) vessel.
7. That the vessel is, in my judgment, fit to carry the number of passengers stated on page 2 of this Form, provided there is no encumbrance of the space measured for passengers accommodation.
8. That the certificates of the Master (serang) and Engineer (engine-driver) are such as are required by Act I of 1917.

Dated at the Mercantile Marine Department, Goa.
this ... day of ... 196 .

Surveyor appointed under section 4(6)

Mercantile Marine Department, Goa.

*If the survey was partial, state what parts were surveyed.
† Insert date or dates.

NOTICE

In accordance with Section 8 of Act I of 1917, Owners or Masters of Inland Steam Vessels are required to send Surveyor's declarations to the Captain of Ports, Panjim, within 14 days of receipt thereof, noting the date of receipt of this declaration from the Surveyor and transmission to the Captain of Ports, thereon.

*This Declaration was (given) (sent by Post) to the person named opposite, by the Surveyor whose signature it bears, on the date stated opposite. Person ... Date ... 196 .

This Declaration was received this ... of ... 196 . by me ... (State whether Owner or Master).

† And transmitted to the Captain of Ports, this ... day of ... 196 . by me ... (State whether Owner or Master).

Name and address of the Owner or Master to whom notice should be sent when the certificate is ready for delivery. ...

* To be filled in by the Surveyor.

† To be filled in by the Owner or Master.

SURVEY FORM No. 7

Survey of Inland Steam or Motor Vessels

The ... of ...

To,

The Owner or Master of the

Sir,

I hereby give you notice that the Certificate of Survey of the above inland steam/motor vessel applied for by is ready for delivery, and will be delivered at this office

at any time during office hours on application and payment of the following sum viz:—

Forfeiture under section 8(2) of the Inland Steam vessels Act, 1917 for delay in excess of fourteen days in sending in the declaration, being at the rate of Rs. 5/- per day for ... days

Rs. Ps.

Total

Yours faithfully,

Officer appointed under section 9, sub-section (4), of Act I of 1917.

SURVEY FORM No. 8

E.B. & A. schedule LVIII, Form No. 44.

Memorandum of Measurement for Passengers.

... Steamer ...

Official No. ...

Measured on the ...

At the Port of ...

By ...

Date forwarded to Examiner ...

Examined by ... Returned ...

D. C. J. P. (Marine) P. O. No. 135-500-2-6-11.

Certificates required:

Name and Official number	Length	Breadth	Depth	Depths to Length	Tonnage		When built	Port of Register	When last Examined
					Gross	U. D.			



SURVEY FORM No. 9

CERTIFICATE OF SURVEY

No. ...

Issued under Act I of 1917 by the Government of Goa, Daman and Diu

For an Inland Steam-Vessel authorised to ply by night or day

TO REMAIN IN FORCE ONLY UNTIL THE

DAY OF 19

Inland Steamer ...

Official No. ...

Port of Registry ...

Owner, Managing Owner, or Agent ...

Certificate of Registry No. ...

Port of Survey.	Register Tonnage.	Gross Tonnage.	Name of Master and Number of his Certificate.

Limits beyond which this Vessel is not to ply.

NUMBER OF PASSENGERS

This Steam-Vessel is, according to the declaration of the Surveyor, fit to carry when there is no Encumbrance of Passenger Accommodation —

Deck Passengers.	A When plying by night (smooth and partially smooth water).	B When plying by day (smooth and partially smooth water) or in canals by night and day).	C When plying by day on voyages which do not last more than 6 hours (smooth water only)	Second Cabin Passengers.	Saloon Passengers.
Between Decks					
Main »					
Upper » or Bridge					
Total					

Two Children under 12 YEARS OF AGE to be reckoned as one passenger.

If the Space measured for Passenger Accommodation is occupied by cattle, or by cargo, or other articles.

A When plying by night (smooth and partially smooth water)	Then for every 9 superficial feet of such space so occupied on the deck or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated.
B When plying by day (smooth and partially smooth water or in canals by night and day).	Then for every 6 superficial feet of such space so occupied on the upper or main deck, and for every 9 superficial feet of such space so occupied in the bet- ween decks or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated.
C When plying by day on voyages which do not last more than 6 hours (smooth water only).	Then for every 3 superficial feet of such space so occupied on the upper or main deck, and for every 9 superficial feet of such space so occupied in the between decks or in the cabins	ONE PASSENGER	Is to be deducted from the numbers above stated.

BOATS, LIFE-BUOYS, AND EQUIPMENTS
Required to be carried by this ship.

Boats.			Life-Buoys and Equipments.	
Boat	of the aggregate capacity of	cubic feet.	A FIRE-HOSE capable of being connected with the engine, and of sufficient length to be used in any part of the vessel approved fire extinguishers. A SAFETY-VALVE on each boiler, out of the control of any person on board, except the master, when the steam is up. Compass Life-buoys Buoyant apparatus	fit and ready for use.

This is to certify that the provisions of the law with respect to the survey of the above-mentioned Steam-Vessel and the transmission of declaration in respect thereof, have been complied with.

Signed by order of the Government of Goa, Daman and Diu,

This day of 19

Examined and Registered.

Captain of Ports, Panjim

This certificate, unless previously cancelled or revoked, to be in force until the day of 19

If the vessel is then out of a place of survey, she must be surveyed and have a new Certificate before she first begins to ply after her next subsequent return to a place of survey.

Either this Certificate, or the Duplicate hereof, and a copy in the vernacular furnished by the Principal Officer is to be put up in a conspicuous part of the vessel where it will be visible to all persons on board the same.

If the number of Passengers carried exceeds the number stated in this Certificate, the Master and Owner shall for every passenger over and above that number be each liable to a fine which may extend to ten rupees.

In case of any accident occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or in any part of the machinery or equipment a report by letter, signed by the Owner or Master is to be forwarded to the Captain of Ports within 24 hours after the happening of the accident, or as soon thereafter as possible.

N. B. — Any communication addressed to the above-mentioned officer relative to this vessel should state the name, Port of Survey of the vessel and the Number of this Certificate.

15TH FEBRUARY, 1965



SURVEY FORM No. 10

No. ...

CERTIFICATE OF SURVEY

Issued under Act I of 1917 by the Government of Goa, Daman and Diu

For an Inland Steam-Vessel

Motor

authorised to ply by night or day without Passengers

TO REMAIN IN FORCE ONLY UNTIL THE

DAY OF 19

Inland Steamer ...

Official No. ...

Port of Registry ...

Motor Vessel

Certificate of Registry No. ...

Owner, Managing Owner, or Agent ...

Port of Survey.	Gross Tonnage.	Name of Master and Number of his Certificate.

BOATS, LIFE-BUOYS AND EQUIPMENT

Required to be carried by this ship

Boats (if any).	Life-Buoys and Equipment, etc.
Boats of the aggregate capacity of cubic feet,	<p>A FIRE-HOSE capable of being connected with the engine, and of sufficient length to be used in any part of the vessel approved fire extinguishers.</p> <p>A SAFETY-VALVE on each boiler, out of the control of any person on board, except the master, when the steam is up.</p> <p>Compass Life-buoys Buoyant apparatus</p>
	fit and ready for use.

This is to certify that the provisions of the law with respect to the survey of the above-mentioned Vessel and the transmission of declaration in respect thereof, have been complied with.

Signed by order of the Government of Goa, Daman and Diu,

Examined and Registered.

This day of 19

Captain of Ports, Panjim

This certificate, unless previously cancelled or revoked, to be in force until the day of 19

If the vessel is then out of a place of survey, she must be surveyed and have a new Certificate before she first begins to ply after her next subsequent return to a place of survey.

Either this Certificate or the Duplicate thereof, furnished by the Captain of Ports is to be put up in a conspicuous part of the Vessel, where it will be visible to all persons on board the same.

In case of any accident occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the Vessel, either in the hull or in any part of the machinery or equipments a report by letter, signed by the Owner or Master is to be forwarded to the Captain of Ports Panjim or to his deputy of Mormugao, within 24 hours after the happening of the accident, or as soon thereafter as possible.

N. B. — Any communication addressed to the abovementioned officer relative to this vessel should state the Name Port of Survey of the Vessel, and the Number of this Certificate.



SURVEY FORM No. 11

No. ...

CERTIFICATE OF SURVEY

Issued under Act I of 1917 by the Government of Goa, Daman and Diu

For an inland steam or motor-vessel authorised to ply by day and night within smooth water limits for journeys not exceeding one and a half hours for the purpose of carrying workmen free of charge to and from their place of work

Inland Steam or Motor-Vessel ...
Owner, Managing Owner, or Agent ...

Official No. ...

Certificate of Registry No. ...
Port of Registry ...

Where surveyed.	Gross tonnage.	Name of master and No. of his Certificate.

NUMBER OF WORKMEN

This inland steam or motor-vessel is, according to the declaration of the ship-surveyor, fit to carry when there is no encumbrance of the accommodation measured for the purpose of carrying workmen —

Clear areas. (1)	By day only. (2)	By night only. (3)
Forward	Workmen.	Workmen.
Main		
Aft		
TOTAL		

If the space measured for workmen is occupied by luggage or other articles.

Then for every 3 superficial feet so occupied.	One workman.	Is to be deducted from the number above stated.
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LIFE BUOYS AND FIRE EQUIPMENT

Required to be carried by this vessel

Buoyant apparatus. Buoys	Fit and ready for use.	Fire extinguishers. Fire buckets. Sand boxes.
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This is to certify that the provisions of the law with respect to the survey of the above-mentioned Inland Steam or Motor-Vessel and the transmission of declaration in respect thereof, have been complied with.

Signed by order of the Government of Goa, Daman and Diu,

Examined and Registered.

This day of 19

Captain of Ports, Panjim

This certificate, unless previously cancelled or revoked, to be in force until the day of 19

If the vessel is then out of a place of survey, she must be surveyed and have a new Certificate before she first begins to ply after her next subsequent return to a place of survey.

Either this certificate or the duplicate thereof, furnished by the Captain of Ports, Panjim is to be put up in a conspicuous part of the vessel, where it will be visible to all persons on board the same.

If the number of workmen carried exceeds the number stated in this certificate, the Master and Owner shall, for every workman over and above that number, be each liable to a fine which may extend to ten rupees.

In case of any accident occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or in any part of the machinery or equipment, a report by letter, signed by the Owner or the Master, is to be forwarded to be Captain of Ports or his deputy, within 24 hours after the happening of the accident, or as soon thereafter as possible.

PART I
General instructions

CHAPTER I

Introductory

1. Object of Instructions. — The instructions are issued by the Government of Goa, Daman and Diu for guidance of Surveyors for survey vessels under I. S. V. Act, 1917. They also indicate to owners, ship-builders and other concerned the procedure to be adopted for the survey of Inland Vessels and the conditions under which the certificates of survey are issued:

These instructions should be read in conjunction with Inland Steam Vessels (Constructions and Survey) Rules 1962.

2. The need for Certificate of Survey. — Under Section 3 (1) of I. S. V. Act, 1917 all inland Steam vessels must be in possession of a valid certificate of survey issued by the Government of Goa, Daman and Diu before proceeding on any voyage in Inland Waters of Union Territory.

3. Powers of Surveyors. — Under Section 5(1) of I. S. V. Act, 1917 a Surveyor in the performance of his duties may go on board any Inland Vessel at all reasonable times and inspect it, or any part of it, or any of machinery, boats equipments, or articles on board or any of certificates of Master, Serangs or Engine Drivers and in consequence of any accident to the ship or for any other reason be considered it necessary, he may require the ship to be taken into dry dock for the purpose of surveying the Hull.

Surveyors should take every opportunity of visiting Inland steam vessels and should they find that any of the requirements of I. S. V. Act are not complied with, the fact should be pointed out to the Master and owner and a report forwarded to the Captain of Ports.

If any person hinders a Surveyor for going on board any Inland vessel or otherwise impedes him in execution of his duties under the I. S. V. Act, he renders himself liable for each offence, to fine not exceeding five hundred rupees. Any case of hindrance must be reported to the Government through the Captain of Ports.

4. Ports of Survey. — Survey of inland vessel shall be conducted in places that are declared as ports of survey from time to time. The following places have been declared ports of survey:

Panjim, Mormugao, Daman and Diu.

5. Manner of making applications. — (i) Every application for the survey of an inland vessel shall be made on the prescribed form (Survey form no. 1) to the Captain of Ports, Panjim, at least 3 clear days (7 clear days in case of surveys at outports) before the day on which it is desired that the survey shall take place. An application received late is liable to delay the commencement of survey.

(ii) An application for survey should be accompanied by the prescribed survey fee together with such drawings and plans of the vessel as the Surveyor may require for the purpose.

6. Appointment for surveyors. — An applicant should contact the Surveyor appointed for the purpose at least a day before the commencement of

survey and arrange with him as to the time and place of the Survey.

7. Surveys on Sundays, etc. — Surveys shall be carried out on all working days in the year between the hours of 7 a. m. and 5 p. m. Surveys on Sundays, Government Holidays and surveys outside the hours of 7 a. m. to 5 p. m. can only be arranged with prior concurrence of the Captain of Ports and on payment of additional Sunday, Holiday or Overtime fees.

8. Preparation for Survey. — (i) At the request of the applicant, the Surveyor shall provide a list of the requisite preparations for commencement of survey. If the Surveyor finds on the appointed day at the appointed time that such preparations have not been made and the vessel has not been properly presented for survey, the Surveyor may fix some other time for the survey. Such postponed surveys shall be carried out after the Surveyor has attended to his other normal engagements.

(ii) If, however, the surveyor is unavoidably prevented from being present at the time fixed for survey, he shall send earliest possible intimation to the applicant and fix some other time mutually convenient to the applicant and Surveyor.

9. Drydocking. — All inland vessels require to be inspected once in 12 months by a Surveyor in a dry dock or on a slipway such that all portions of the hull external can be examined during the hours of daylight. Unless specially authorised in any exceptional case, (by the Captain of Ports) no survey of the external hull shall be carried out during the hours of darkness. The period of validity of a certificate of survey shall normally be limited for a period of 12 months from the date of last inspection of the hull external in a dry dock or slipway.

10. Survey during construction. — Applicants are advised that the Government of Goa, Daman and Diu consider it desirable that vessels under construction for eventually plying as inland vessels should be under inspection of a surveyor throughout all stages of construction. Applicants should accordingly make their application before laying the keel so that the progress of construction may be watched by the Surveyor from the very beginning.

11. Declaration of Survey. — (i) After his first inspection of a vessel under survey the Surveyor shall inform the applicant of the items that require attention with special reference to those defects which if not rectified, may preclude the Surveyor from issuing a Declaration of Survey under Section 7 of the Act.

(ii) If the Surveyor is fully satisfied as to all the requirements having been complied with, he shall issue a declaration of survey to the applicant. In case the Surveyor, is unable to issue such a declaration he shall, before refusing to do so, address the applicant in writing, pointing out the defects on which the refusal is based. If such defects are rectified to the satisfaction of the surveyor he shall forthwith issue the declaration.

(iii) The applicant or his agent on receipt of the declaration of Survey shall forthwith transmit to the Captain of Ports, Panjim, and in any case shall do so within 14 days after receipt thereof.

12. Delivery of Certificate of Survey. — The applicant should take delivery of the Certificate of Survey from the counter of the Captain of Ports Office,

Panjim. Certificates of Survey are not normally transmitted by post or delivered at Deputy Captain of Ports' office, Marmagoa, unless specially requested to do so by the applicant.

13. Extension of survey Certificates. — The normal period of validity of a Certificate of Survey is 12 months and requests for extension would not normally be considered. In special circumstances the Captain of Ports, may grant an extension for a period not exceeding three months on receipt of intimation from the Surveyor that after such inspections as he considered necessary he finds the hull machinery and equipment of the vessel in order for the proposed period of extension.

14. Report of Accident. — Attention is drawn to Section 13 (c) of the Act and to the last para printed on the Certificate of Survey:

«In case of any ACCIDENT occasioning loss of life, or any material damage affecting the seaworthiness or efficiency of the vessel, either in the hull or in any part of the machinery or equipment, a report by letter, signed by the owner or master is to be forwarded to the Captain of Ports, Panjim within 24 hours after the happening of the accident or as soon thereafter as possible». Noncompliance may entail the summary withdrawal of the Certificate of Survey by the Captain of Ports.

PART II

Construction

15. Strength of Hull. — Surveyors shall be guided generally by the Instructions to Surveyors issued by the Government of India for the construction and survey of Passenger Steamers under the Indian Merchant Shipping Act, 1923, with such modifications as may be deemed prudent keeping in view the intended service and the plying area of the vessel. Cases in dispute shall be referred to the Captain of Ports, whose decision of a Certificate of Survey under the Act shall be final.

16. Sub-division. — Sub-division arrangements in each case shall be submitted to the Captain of Ports, for approval.

17. Deck Openings and Hatch Coamings. — Height of hatch coamings should be decided by the Surveyor considering the size and position of the hatches, but in no case should coamings be less than 6" in height.

18. Freeboard. — The length should be measured from the forward side of the stem to the after side of the stern post, and the clear side should be measured to the top of the covering board or to the top of the wash strake, if one is fitted above the covering board. If however, a half-deck is fitted, the clear side should be measured from the top of the deck at side.

19. Stability. — (i) Unless particulars of the position of the transverse metacentric at various draughts experiment should be carried out with the vessel loaded with weights to represent the fully laden condition. A calculation showing the trans-

verse metacentric height and the angle of heel which would occur with two-thirds of the passengers distributed on one side of the ship and one-third on the other side should be submitted to the Captain of Ports for approval. Each passenger should be represented by a weight of 140 lbs.

(ii) In decked vessels the passengers should be taken as congregated at 3 sq. ft. each on the uppermost deck or decks to which they have access and the centre of gravity of the passengers should be taken as 2 ft. 6" above the deck.

(iii) In open boats, the centre of gravity of the passengers should be taken at 1 ft. above the seat.

(iv) In no case should the Surveyor certify a vessel for any number of passengers or cargo unless he is satisfied that the vessel has sufficient stability and freeboard to carry that number of passengers or cargo safely.

20. Internal Combustion Engines. — In case of unusual or unapproved types of engines, the Surveyor may require full details of the various parts of machinery, method of construction, and he may further require such tests to be carried out as would satisfy him that the proposed machinery is suitable for an inland vessel.

21. Nature of Fuel. — Engines using petrol as the main fuel shall not be accepted for installation in inland vessels. There would however, be no objection to the carriage of a small quantity of petrol not exceeding 2 gallons for the purpose of starting the engines. Only in exceptional cases where an inland vessel is used exclusively for personal business or recreation by the owner, his family or friends, petrol engine may be permitted temporarily in an inland vessel. Each such case shall be submitted to the Captain of Ports, Panjim.

PART IV

Life saving appliances & lights & sound signals

22. Light & Sound Signals. — Surveyors are to be guided by the Instructions as to the Survey of Lights & Sound Signals issued by the Government of India from time to time. In the case of small vessels the Surveyor may accept smaller size lights.

PART V

Fire appliances

23. Surveyors shall be guided by the Indian Merchant Shipping (Fire Appliances) Rules, 1956 and by the Instructions as to the Survey of Fire Appliances issued by Government of India from time to time with such modifications as may be deemed prudent in the case of small vessels.

24. Fire extinguishers should be examined every year and at least one container should be discharged, preferably by a member of the crew and the Surveyor should take every opportunity to ensure that the crew know how to operate the fire fighting appliances provided on board.

25. All portable Fire Extinguishers are to be examined at each survey and the surveyor is to be satisfied with their conditions before accepting them. Each Fire Extinguisher is to be tested hydraulically at least once every four years to a pressure of not less than 30 lbs. per sq. in.

PART VI

Passenger accommodation

26. **Open Launches.**— (i) The forward extremity of the space available for passenger accommodation is to be determined by the Surveyor with due regard to the proper storage of the anchor and cable and to any other necessary equipment in the bow of the vessel, and the length is to be measured from this point to the foreside of the bulkhead separating the motor space from the passenger space. If the motor is placed amidships and additional space may be available for passengers between the after bulkhead of the motor space and a position near the stern of the vessel to be determined by the Surveyor as suitable, having due regard to the steering-arrangements and fuel tank space.

The breadths are to be measured at suitable intervals to the back of the side benches or to the inside of the gunwale or to the inside of the hold deck (where fitted) whichever measurement is least.

(ii) Spaces abreast of the engine should not normally be measured for passenger accommodation, but may be included in the passenger measurements if the motor is enclosed by a casing or longitudinal bulkheads constructed in accordance with rule 16 of these rules and if the distance between the sides of the casing or bulkheads and the back of seats is at least three feet.

(iii) No space within two feet of the entrance to any ladderway, washplace or lavatory shall be included in the space measured for passengers.

27. **Barriers.**—The barrier could run fore and aft on the middle line which will have the effect of preventing instantaneous movement of passengers from one side of the deck to the other in the event of a heavy roll or lurch. Such a barrier could be constructed of vertical or horizontal round bars and gaps could be allowed at the ends to permit a controlled movement of passengers from one side to the other.

Notice

LD/2/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 30 of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

Notification

In exercise of the powers conferred by Section 30 of the Inland Steam Vessels Act 1917 (I of 1917), the Government of Goa, Daman and Diu is pleased to make the following rules regulating the grant of Certificates of Service to Masters, Serangs, Drivers and Engineers of Inland Steam (power propelled) vessels. These rules shall come into effect as from 1st January, 1965.

1. **Certificates of Service under Section 22 of the Inland Steam Vessels Act 1917 (I of 1917)** shall be issued only to persons of Indian nationality who were in possession of «Carta» issued under the Captain of Ports rules, prior to 20th December, 1961 and are not on the day of submitting the application more than 55 years of age and also are physically fit to carry out their respective duties on board the Inland Steam Vessels.

2. **Application — how to be made.** — Persons desirous of obtaining a Certificate of Service shall make their application in appropriate form known as Exn. Service which must be filled up at the Deputy Captain of Ports Office, Marmagao. A prescribed fee of Rs. 10/- for the Certificate and Rs. 2/- for eyesight test where applicable, shall also be payable at the same time.

3. **Testimonials required.** — Testimonials of character and of sobriety, experience, ability and good conduct on board the inland vessels for at least the last twelve month's service preceding the date of application shall be required from all applicants. In addition they are also required to produce the «Carta» prescribed in the Schedule, issued under the Captain of Ports rules and their «Cedula». No candidate shall be issued a Certificate of Service unless he has performed sea service for a minimum period of 18 months within the last 3 years in the department (Deck or Engine Room) to which the «Carta» as prescribed relates.

4. **Verification of service.** — Testimonial of service must be ordinarily based on the employer's office records.

Service claimed which cannot be verified from the employer's office records must be authenticated by affidavit of persons under whom such services have been performed as well as by an affidavit of the candidate himself.

5. If any doubt arises as to the age of an applicant he will be required to produce a Certificate of birth or baptism.

6. Applicants for Certificate of Service as Serang or Second Class Masters and First Class Masters must pass the prescribed sight test before a Certificate of Service can be issued to them.

Note: Detailed information with regard to sight test is given in the «Rules, regulating the examination and grant of Certificate of Competency to Masters and Serangs of Inland Steam Vessels».

7. The applicant will be required to produce a certificate from the Maritime School, Britona, of the Government of Goa, Daman and Diu, stating that they have completed the course prescribed by the Government.

8. The grade of the Certificate of the Service shall be decided strictly as per rules prescribed in the Schedule.

9. An application made in the Office of the Deputy Captain of Ports shall first be scrutinised and the applicant informed as soon as possible thereafter in Form Exn. Service 2 indicating the grade of Certificate the applicant could be granted and reasons thereof if the same cannot be granted.

10. **Appeal.** — An applicant who is informed in writing that the Certificate of Service cannot be granted may appeal to the Government of Goa, Daman and Diu through the Captain of Ports. The Government of Goa, Daman and Diu may, if they think fit, remit the case to a special body of examiners for decision. Such candidates shall also be required to pay a special fee of Rs. 20/- which will be refunded to him/them if he/they are declared eligible for grant of Certificate of Service.

Fees

11. **When fees are to be paid.** — Applicants for Certificates of Service shall be required to pay the prescribed fee before any action is taken. Should it be found that their service is not sufficient under Rule 3 or should their testimonials be unsatisfactory no part of the fee shall be returned to them but when they have fulfilled the requisite service or are able to produce satisfactory testimonials as the case may be, shall be allowed again to present another application without paying any further fee.

12. **Where fees are to be paid.** — The fee for examination must be paid in the Office of the Deputy Port Captain, Mormugão. In any case in which a candidate offers money to any person other than the Cashier and at any place except the above mentioned Office, the candidate so offering money shall be guilty of misconduct and be liable to cancellation or suspension of his previous Certificate. Such persons shall not be considered for grant of the Certificate of Service for a period of at least twelve months.

13. **Refund of fees.** — The fee paid along with the application excluding the fee of Rs. 2/- for examination in eyesight test, shall be refunded to him if the candidate fails to pass the prescribed test.

General

14. **Form of Certificate.** — Certificate of Service issued under the Act shall be made and issued in the forms hereunto annexed.

15. **Certificate to be in duplicate.** — Every Certificate of Service shall be made in duplicate and one copy shall be delivered to the person entitled to the Certificate and the other shall be kept and recorded by the Deputy Captain of Ports, Mormugão.

SCHEDULE I

1. Persons holding «Carta de Patrão de Trafego Local» with a minimum service of eighteen months as a Patrão of a self-propelled vessel or Assistant Patrão of a vessel having not less than 226 B.H.P. shall be granted a Certificate of Service as Serang.

2. Persons holding «Carta de Patrão Costeira Nacional» or «Costeira Internacional»:

a) If with a minimum service of eighteen months as a Patrão of a self-propelled vessel having engines of not less than 226 B.H.P. and not more than 565 B.H.P. shall be granted a Certificate of Service as Second Class Master.

b) If with a minimum service of eighteen months as Assistant Patrão of a self-propelled vessel having engines of not less than 226 B.H.P. and not more than 565 B.H.P. with an additional service as Patrão

of a self-propelled vessel having engines of not less than 226 B.H.P. for a minimum period of six months in the preceding nine months shall be granted a Certificate of Service as Second Class Master.

c) If with a minimum service of eighteen months as a Patrão of a self-propelled vessel having engines of not less than 565 B.H.P. shall be granted a Certificate of Service as First Class Master.

3. Persons holding «Carta Motorista 3rd Class» shall be issued with a permit as a Driver.

4. Persons holding «Carta Motorista 2nd Class»:

a) If with a minimum service of eighteen months as Driver of a self-propelled vessel having engines of not less than 226 B.H.P. shall be granted a Certificate of Service and Second Class Driver.

b) With a service of not less than 24 months as a Driver on vessels having engines of not less than 226 B.H.P. and not more than 565 B.H.P. the candidate may be considered for a Certificate of Service as First Class Driver.

5. Persons holding «Carta Motorista — 1st Class» shall be issued with a Certificate of Service as Second Class Driver provided they are otherwise eligible for the same. Such persons if having exceptional service and record may be considered by the Captain of Ports, Panjim for issue of Certificate of Service as First Class Driver.

Note: Where a person has performed the requisite service in more than one capacity, proportionate allowances will be made for each kind of service, provided, in other respects such service complies with the requirement of these rules.

BY THE GOVERNMENT OF GOA, DAMAN AND DIU CERTIFICATE OF SERVICE

as

First Class Master

Of an Inland Steam-Vessel under Act I of 1917

To ...

WHEREAS it has been reported to the Government of Goa, Daman and Diu that you have been found duly qualified to fulfil the duties of First Class Master of an Inland Steam Vessel under Act I of 1917, I do hereby grant you this Certificate of Service as First Class Master.

This ... day of ... 19 ...

Countersigned. By order of the Lt. Governor.

Captain of Ports, Secretary to the Government
Panjim (Goa). of Goa, Daman and Diu.

Registered at the Office of the Captain of Ports, Panjim (Goa).

No. of Certificate ...

Bearer ...

Date* and place of Birth, showing Village, Thana and District ...

Residence, showing Village, Thana and District ...

Height ...

Personal description, stating particularly any permanent marks or scars ...

Signature ...

Any Master who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500/-.

N. B. — Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim (Goa).

Issued at ... on the ... day of 19 ...

Captain of Ports,
Panjim (Goa).

* If not known exactly, must be stated on the best information or evidence.

ENDORSEMENT OF ADDITIONAL QUALIFICATIONS

BY THE GOVERNMENT OF GOA, DAMAN AND DIU
CERTIFICATE OF SERVICE

as
Second Class Master

Of an Inland Steam-Vessel under Act I of 1917

To ...

WHEREAS it has been reported to the Government of Goa, Daman and Diu that you have been found duly qualified to fulfil the duties of Second Class Master of an Inland Steam Vessel under Act I of 1917, I do hereby grant you this Certificate of Service as Second Class Master.

This ... day of ... 19 ..

Countersigned. By order of the Lt. Governor.

Captain of Ports, Secretary to the Government
Panjim (Goa). of Goa, Daman and Diu.

Registered at the Office of the Captain of Ports, Panjim (Goa).

No. of Certificate ...

Bearer ...

Date* and place of Birth, showing Village, Thana and District ...

Residence, showing Village, Thana and District ...

Height ...

Personal description, stating particularly any permanent marks or scars ...

Signature ...

Any Master who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500/-.

N. B. — Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim (Goa).

Issued at ... on the ... day of 19 ..

Captain of Ports,
Panjim (Goa).

* If not known exactly, must be stated on the best information or evidence.

ENDORSEMENT OF ADDITIONAL QUALIFICATIONS

BY THE GOVERNMENT OF GOA, DAMAN AND DIU

CERTIFICATE OF SERVICE

as

Serang

Of an Inland Steam-Vessel under Act I of 1917

To ...

WHEREAS it has been reported to the Government of Goa, Daman and Diu that you have been found duly qualified to fulfil the duties of Serang of an Inland Steam-Vessel, under Act I of 1917, I do hereby grant you this Certificate of Service as Serang.

This ... day of ... 19 ..

Countersigned. By order of the Lt. Governor.

Captain of Ports, Secretary to the Government
Panjim (Goa). of Goa, Daman and Diu.

Registered at the Office of the Captain of Ports, Panjim (Goa).

No. of Certificate ...

Bearer ...

Date* and place of Birth, showing Village, Thana and District ...

Residence, showing Village, Thana and District ...

Height ...

Personal description, stating particularly any permanent marks or scars ...

Signature ...

Any Serang who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500/-.

N. B. — Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim (Goa).

Issued at ... on the ... day of 19 ..

Captain of Ports,
Panjim (Goa).

* If not known exactly, must be stated on the best information or evidence.

ENDORSEMENT OF ADDITIONAL QUALIFICATIONS

BY THE GOVERNMENT OF GOA, DAMAN AND DIU
CERTIFICATE OF SERVICE

as

First Class Engine Driver

Of an Inland Steam-Vessel under Act I of 1917

To ...

WHEREAS it has been reported to the Government of Goa, Daman and Diu that you have been found duly qualified to fulfil the duties of First Class Engine Driver on an Inland Steam-Vessel having engines of under 565 Brake Horse Power, I do hereby, in pursuance of Act I of 1917, grant you this Certificate of Service as Engine-Driver.

This ... day of ... 19 ..

Countersigned. By order of the Lt. Governor.

Captain of Ports, Secretary to the Government
Panjim (Goa). of Goa, Daman and Diu.

Registered at the Office of the Captain of Ports, Panjim (Goa).

No. of Certificate ...

Bearer ...

Date* and place of Birth, showing Village, Thana and District ...

Residence, showing Village, Thana and District ...

Height ...

Personal description, stating particularly any permanent marks or scars ...

Signature ...

Any Engine-Driver who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500/-.

N. B. — Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim (Goa).

Issued at ... on the ... day of 19 ..

Captain of Ports,
Panjim (Goa).

* If not known exactly, must be stated on the best information or evidence.

ENDORSEMENT OF ADDITIONAL QUALIFICATIONS

BY THE GOVERNMENT OF GOA, DAMAN AND DIU

CERTIFICATE OF SERVICE

as

Second Class Engine Driver

Of an Inland Steam-Vessel under Act I of 1917

To ...

WHEREAS it has been reported to the Government of Goa, Daman and Diu that you have been found duly qualified to fulfil the duties of Second Class Engine Driver of an Inland Steam-Vessel having engines of under 226 Brake Horse-power, I do hereby, in pursuance of Act I of 1917, grant you this Certificate of Service as Engine-Driver.

This ... day of ... 19 ..

Countersigned. By order of the Lt. Governor.

Captain of Ports, Secretary to the Government
Panjim (Goa). of Goa, Daman and Diu.

Registered at the Office of the Captain of Ports, Panjim (Goa).

No. of Certificate ...

Bearer ...

Date* and place of Birth, showing Village, Thana and District ...

Residence, showing Village, Thana and District ...

Height ...

Personal description, stating particularly any permanent marks or scars ...

Signature ...

Any Engine-Driver who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500/-.

N. B. — Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim (Goa).

Issued at ... on the ... day of 19 ..

Captain of Ports,
Panjim (Goa).

* If not known exactly, must be stated on the best information or evidence.

ENDORSEMENT OF ADDITIONAL QUALIFICATIONS

Notice

LD/3/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 19 (2) (d) of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

Notification

In exercise of the powers conferred by Section (19) (2) (d) of the Inland Steam Vessels Act, 1917 (Act I of 1917) the Government of Goa, Daman and Diu is pleased to make the following Rules:—

1. **Sunday and Holiday Fees.**—Where a Surveyor is called upon by the Owner or his Agent to undertake the survey of an Inland Steam (Motor) Vessel on one of the following Holidays an additional fee of Rs. 60/- shall be charged besides the usual Survey fees payable under the Inland Steam Vessels Act, 1917 and the Rules made thereunder namely:

Sundays	Independence Day
Bank Holiday	Dussera
(January 1)	Mahatma Gandhi's birthday.
Republic Day	Diwali
Ramzan Id	Liberation day
Holi	Christmas day.
Good Friday	

2. **Overtime Fees.**—The charge of overtime fees in respect of Surveys or inspection wholly or partially carried out between the hours of 5 p. m. and 7 a. m. shall be regulated as follows:

- Where on the application of the owner or master of a steam (motor) vessel a Surveyor is called upon to undertake the survey or inspection of a vessel after 5 p. m. and before 7 a. m. an additional fee of Rs. 50/- shall be charged.
- Where a Surveyor is detained at the request of the Owner or master of a steam (motor) vessel after 5 p. m. to complete a survey undertaken between the hours of 7 a. m. and 5 p. m. an additional fee of Rs. 25/- shall be charged if the Surveyor is released from duty before 6 p. m. and Rs. 50/- if he is detained later than 6 p. m.
- Where the owner or master of a steam (motor) vessel has asked for survey between the hours of 7 a. m. and 5 p. m. but official arrangements have not allowed of the work being done between those hours no additional fee shall be chargeable.
- Where a Surveyor has been called upon as specified in clause (a) or detained as specified in clause (b) of this paragraph, the owner or master of the steam (motor) vessel shall give information of the fact in

writing to the Captain of Ports, Panjim, stating the hours during which the Surveyor was in attendance.

3. **Interim Inspection Fees.**—(i) If at any time during the period a Certificate of Survey is in force, any Inland Steam (motor) vessel or any part thereof including the hull, boilers, engines and other machinery or any equipment is damaged or is reported to be defective and the Inspection of the Inland Steam (motor) vessel is thereby rendered necessary, the following fees for visit of the Surveyor shall be payable to the Captain of Ports, Panjim:

- For the first visitRs. 32/-
- For each subsequent visitRs. 16/-

(ii) If the inspection of an Inland Steam (motor) vessel is carried out on Sundays or Holidays or between the hours of 5 p. m. and 7 a. m. an additional fee of Rs. 32/- or Rs. 16/- shall be charged according to (a) and (b) above respectively.

4. Fifty percent of the Sunday, Holiday and overtime fees realised under paragraphs 1, 2 and 3 (ii) above shall be payable to the Surveyor concerned and the balance credited to Government.

5. These Rules shall come into force from the 1st January 1965.

Notice

LD/4/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 73 of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

«SHIPPING»

No. 282-s., dated Delhi, the 27th March 1926.

In exercise of the powers conferred by section 73 of the Inland Steam Vessels Act, 1917 (I of 1917) specified in the schedule hereto annexed the Lieutenant Governor is pleased to declare that the provisions of the said Act shall apply to vessels which ordinarily ply on the inland waters are propelled by electricity or other mechanical power, except steam, with the following modifications, namely:—

1. For clause (5) of section 2 the following clause shall be substituted namely:

«(5) "Motor-vessel" means a vessel propelled wholly or in part by the agency of electricity or other mechanical power, except steam».

2. For the words «Steam-vessel», «Steam-vessels» and «Boilers, engine wherever they occur, except in section 22-A, the word «Motor-vessel», «Motor Ves-

sels» and propelling machinery», respectively shall be substituted.

3. After section 21, the following section shall be inserted, namely:

«21-A. The Certificate granted under the provisions of this chapter to a holder of a similar certificate in respect of an inland steam-vessel shall take the form of an endorsement on such similar certificate».

4. For sections 25, 26 and 27, the following shall be substituted, namely:

«25. An inland motor-vessel having engines of five hundred and sixty-five or more brake horse power shall not proceed on any voyage unless she has:

(a) As her master a person possessing a First Class master's certificate for inland steam-vessels granted under the Inland Steam Vessels Act, 1917, or a Master's certificate granted either under the Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894, and

(b) As her engineer a person possessing a motor engineer's certificate granted under this Act or a certificate as a First Class or Second Class engineer of a sea-going motor-ship granted either under the Indian Merchant Shipping Act, 1923, or the Merchant Shipping Act, 1894.

26. An inland motor-vessel having engines of two hundred and twenty-six or more brake horse-power, but of less than five hundred and sixty-five brake horse-power, shall not proceed on any voyage unless she has —

(a) As her master a person possessing a Second Class Master's Certificate for inland steam-vessels granted under the Inland Steam Vessels Act, 1917 or any certificate referred to in clause (a) of section 25 and

(b) As her engineer a person possessing a First Class motor engine-driver's certificate granted under this act or a certificate as an engine-driver of a sea-going motor ship granted either under the Indian Merchant Shipping Act, 1923, or any certificate referred to in clause (b) or section 25.

27. An inland motor-vessel having engines of less than two hundred and twenty six brake horse-power shall not proceed on any voyage unless she has —

(a) As her master a person possessing a serang's certificate for inland steam-vessels granted under the Inland Steam-Vessels Act, 1917, or any certificate referred to in clause (a) of Section 26, and

(b) As her engineer a person possessing a Second class motor engine-driver's certificate granted under this Act, or any certificate referred to in clause (b) of section 26».

Provided that an inland motor-vessel of 40 brake horse-power and under, which plies for hire and carries passengers, may have as her engineer a person holding a permit granted by local Government under such conditions as the local Government may prescribe:

Provided also that an inland motor-vessel not more than twenty brake horse-power, the length of which measured from the fore part of the stem to the after part of the sternpost does not exceed 30 ft., may have as her master and engineer a person possessing both, a certificate referred to in clauses (a) and a certificate referred to in clause (b) of this section:

Provided further that an inland-motor-vessel whose length measured as described in the above proviso does not exceed 10 feet and which does not ply for hire but is used exclusively for business purposes or personal recreation by the owner, his family or friends, need not carry a certificated master or engineer but may be navigated by the owner, or other person in charge of such vessel, possessing a permit granted by the Local Government or by any person duly authorised by the Local Government in this behalf.

Vide Government of India, Department of Commerce.

Notification No. 351-M.I.(2)/31, of 9-1-1932.

By Order of the Government in Council.

A. MASTER.

Acting Secretary to Government.

PERMIT

AS

ENGINE-DRIVER OF AN INLAND MOTOR VESSEL
OF 40 BRAKE HORSE POWER AND UNDER

Granted under the first proviso to section 27 of the Inland Steam Vessels Act, 1917 (I of 1917), applied by the Notification of the Government of India, Department of Commerce, No. 282-S., dated the 27th March 1926.

To

Whereas it has been reported to me that you have been found duly qualified to fulfil the duties of Engine-driver of an Inland Motor Vessel having engines of 40 Brake Horse-power and under, I do hereby, in pursuance of the above-mentioned Government of India Notification, grant you this Permit as Engine-driver.

This ... day of ... 19...

Captain of Ports,
Panjim,

Registered at the Office of the Captain of Ports,
PANJIM

No. of Permit.

Bearer

Date * and Place of Birth, showing Village, Thana and District:

Residence showing Village, Thana and District:

Height:

Personal description stating particularly any permanent marks or scars:

Signature:

Any Engine-driver who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N. B. Any person other than the owner thereof becoming possessed of this Permit is required to transmit it forthwith to the Captain of Ports, Panjim.

Issued at Panjim on the ... day of ... 19...

Captain of Ports,
Panjim,

* If not known exactly, must be stated on the best information or evidence.

Notice

LD/5/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 6, clause (b) of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

APPENDIX

Notification

In exercise of powers conferred by section 6, clause (b) of the Inland Steam-Vessels Act, 1917 (I of 1917), and in supersession of all previous orders on the subject, the Government of Goa, Daman and Diu is pleased to direct that the additional fee, referred to in clause (b) of the said section, payable by the owner or master of the steam or motor vessel surveyed, shall consist of the following:—

(1) The mileage and daily allowance admissible to the Surveyor in accordance with the Fundamental and subsidiary Rules in respect of his journey to the place of survey and back and his halt for the purpose of survey, provided that fractions of a rupee shall be calculated as a rupee.

(2) The actual expenses of carrying the necessary records and implements for carrying out the survey not exceeding 5 kilos in weight.

(3) The travelling allowance admissible under the said rules of a sailor accompanying the Surveyor.

If several vessels belonging to the same owner are surveyed during the same visit, not more than the sum to which the Surveyor shall be entitled at the rates mentioned above shall be levied from the owner or master for the purpose of meeting the expenses of the journey of the Surveyor to and from the place of survey.

If vessels belonging to more than one owner are surveyed during the same visit of the Surveyor then the whole sum at the rates specified above shall be levied from the owners or masters in such a manner that each owner or master shall pay an amount proportionate to the number of vessels belonging to him which shall have been surveyed.

If only one vessel is surveyed the owner of such vessel shall bear the whole charge.

Notice

No. LD/6/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 29 of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

In exercise of the powers conferred by section 29 of the Inland Steam-vessels Act, 1917 (I of 1917), the Government of Goa, Daman and Diu is pleased, to make the following rules regulating the examination and grant of certificates of competency to Masters and Serangs of inland steam vessels, namely:—

RULES

1. *Certificates granted to persons who pass examinations.*—Certificates of Competency shall be granted to those persons who pass the requisite examinations and otherwise comply with the requisite conditions. For this purpose Examiners shall be appointed and arrangements shall be made for holding examinations whenever necessary at the port of Panjim & Mormugao.

2. *Date and time of examination.*—The examination shall be held by previous appointment on all week days except on Saturdays, Sundays and other Holidays, between 10 a. m. and 5 p. m.

3. *Application how to be made.*—Candidates for examination shall make their application in the appropriate Form which must be filled up at the Captain of Ports Office Panjim or Mormugao. The form properly filled in, together with the candidate's testimonials and discharges, shall be lodged with the President of the Board of Examiners not later than seven days before the day of examination.

4. *Testimonials required.*—Testimonials of character and of sobriety, experience, ability and good conduct on board ship for at least the last twelve months' service preceding the date of application to be examined, shall be required from all applicants. Applicants who have not served on board ship within the last twelve months shall be required to produce, in addition to the testimonials hereinbefore mentioned, Certificates of a like nature from their employers, or, if unemployed, from some respectable house-holder. No candidate shall be allowed to be examined unless he has served on board a ship at sea or on inland waters two years within the last six years, and six months within the last three years, preceding the date of his application to be examined.

5. *Verification of service.*—For all grades of certificates, service in capacity other than those belonging to the department, i. e., as cook, steward,

clerk, carpenter, etc., for which the candidate is to be examined shall not be accepted.

Testimonials of service must ordinarily be based on the employers' office records.

Services claimed which cannot be verified from the employer's office records must be authenticated by affidavits of men under whom such services have been performed as well as by an affidavit of the candidate himself.

6. *Certificate as to age.* — If any doubt arises as to the age of a candidate, he will be required to produce a certificate of birth or baptism.

Sight Tests

7. (a) *Prescribed Tests.* — Every candidate for a certificate of competency must pass the prescribed sight test before a certificate can be issued to him. If circumstances render it necessary for him to proceed with the examination in navigation and seamanship before undergoing the sight tests, he shall be informed that the examination in navigation and seamanship shall be cancelled in the event of his failure to pass either of the sight tests.

Note. — Detailed information with regard to the conduct of examination and the standards required is contained in Appendix A.

(b) *Letter test.* — Every candidate for a certificate must undergo the letter test. If he has already obtained certificate of competency or service before January 1st, 1914, he will only be required to possess half normal vision using both eyes together. Otherwise he must pass a higher standard, viz., normal vision using both eyes or either eye separately.

(c) *Lantern test.* — Every candidate must undergo the lantern test on every occasion on which he presents himself for examination for his first certificate of competency; but, if he then passes, he shall not be required to undergo lantern test on any subsequent occasion.

(d) *Passing or failure in examination — Letter test.* — If the candidate passes the letter test, he will proceed to the lantern test, unless he holds a certificate of competency. If he fails in the letter test, he may —

(i) proceed to the lantern test in which case the result of both tests will be taken into consideration in deciding whether he is to be passed, or

(ii) break off the examination and present himself for re-examination in not less than three months' time.

(2) *Lantern test.* — If the candidate passes the lantern test after passing the letter test, he shall be deemed to have passed the examination.

If the result of the lantern test is inconclusive, or if the candidate passes it after failing in the letter test, his case shall be submitted on the prescribed form known as Exn. 17 (b) to the Captain of Ports Panjim, who shall decide whether he has passed or failed, or whether he shall be referred for a special examination.

If the candidate fails to pass a lantern test, the examiner shall point out to him the conditions stated in paragraph (f) under which he can appeal. Appeals shall be made through the Captain of Ports, and forwarded to the Government of Goa, Daman and Diu with the Examiner's remarks.

A candidate who fails to pass the lantern test, shall not be re-examined unless the Captain of Ports decides that he may be re-examined after a lapse of three months. The certificate in the form (Exn. 16A) which is issued to the candidate will state whether he may or may not be re-examined.

(e) *Special examination: Referred cases.* — In the case of a candidate who is referred for further examination the Captain of Ports shall make arrangements for a special examination for which no additional fee shall be charged.

(f) *Special examination: Appeal cases.* — A candidate who is adjudged to have failed in the lantern test may appeal to the Government of Goa, Daman and Diu who may, if they think fit, remit the case to a special body of examiners for decision. Such candidate shall be required to pay a special fee of Rs. 32 which will be returned to him if he is declared to have passed the special examination.

(g) *Special examination: Candidates must attend punctually.* — Candidates who are referred for a special examination or who appeal from the result of the local tests are notified by the Government of Goa, Daman and Diu of the time at which they should attend for special examination and are expected to inform the Captain of Ports whether or not they will be able to attend at that time. Any candidate who, after informing the Captain of Ports that he will attend, fails to appear at the time appointed, shall be liable to have his examination postponed indefinitely and also if he has appealed under paragraph (f) will forfeit the appeal fee of Rs. 32 and will be, required to deposit a further fee of the same amount before further arrangements are made for his special examination.

(h) *Failure in special examination.* — Where during the course of a special examination, a candidate who has appealed or has been referred is found to have a permanent defect in his eye-sight such as to render him unfit for a sea career, he shall be finally rejected and shall not be allowed to be examined again in the sight test on any future occasion: Provided that if the candidate is still dissatisfied, it will be open to him, if he so desires, to present himself for a second special examination on payment of a fee of rupees seventy-five. Such candidate shall be required to bring with him a friend to witness the examination.

A second examination under this rule shall be entirely voluntary, and shall form no part of the examination for a certificate of competency. The Government of Goa, Daman and Diu may take into consideration the result of such examination in determining whether a certificate shall be granted.

The special appeal fee of rupees seventy-five shall not be returnable, unless, in the special circumstances of an individual case, the Government of Goa, Daman and Diu see fit to refund it.

Qualifications for Certificates of Competency as Serang

8. *Examination in prescribed sight tests.* — All candidates for certificates of competency as serang must first be examined in prescribed sight tests.

9. *Age.* — A candidate for a certificate as serang of an inland steam vessel must be not less than 21 years of age and must produce satisfactory testimonials of sobriety and intelligence.

10. *Qualifications.* — Such candidate must have served five years at sea or on inland waters; one

year of which service must be as helmsman. He shall be examined *viva voce* as to his knowledge of the following subjects:—

(a) The rule of the road as regards both steam vessels and sailing vessels, their regulation lights, for and sound signals.

(b) The marking and use of the lead line and knowledge of the compass.

(c) Management of a boat under oars or sail.

(d) Steps to be taken in the event of a vessel grounding.

(e) Management of inland steam vessels under all conditions.

(f) Management of inland steam vessels under tow or when towed.

(g) Practical questions on carriage of iron ore.

(h) The provisions of rules made by Captain of Ports in respect of Life Saving and fire appliances and general discipline.

11. *Failure*.—If a candidate fails in an examination for a certificate of competency as *serang*, he shall not be re-examined till he has rendered additional services for *three months as helmsman*.

Qualifications for Certificates of Competency as Second Class Master

12. *Examination in prescribed sight tests*.—All candidates for certificates of competency as Second Class Master must first be examined in prescribed sight tests.

13. *Age*.—A candidate for a certificate as Second Class Master of an inland steam vessel must be not less than 22 years of age and must produce testimonials of sobriety and intelligence.

14. *Qualifications*.—Such candidate must have served at least six years at sea or on inland waters, three years of which service must have been as chief helmsman of a steam vessel of not less than 50 nominal horsepower, or two years as a certificate *serang* and one year as helmsman of a steam vessel of not less than 50 nominal horse-power, or three years as *serang* in charge of a steam vessel of not less than 20 nominal horsepower. In addition to the qualifications required for the grade of *serang*, a Second Class Master shall be examined *viva voce* as to his knowledge of the following subjects:—

(a) Management of inland steam vessels and river steamers under all conditions.

(b) Knowledge of storm and distress signals.

(c) Knowledge of the compass.

(d) Local knowledge of Inland waters of Goa, its anchorages, shoals, buoyage, beacons, lights and other such matters.

15. *Failure*.—If a candidate fails in an examination for a certificate of competency as Second Class Master he shall not be re-examined till he has rendered additional service for three months as helmsman of a vessel of not less than 50 nominal horse-power or as a *serang* in charge of an inland steam vessel of not less than 20 nominal horse-power.

Certificates granted in case of Failure in Examination

16. *Certificate of lower grade*.—If a candidate has failed in any examination, but the subjects in which he has failed are not included in the subjects

required for a certificate of a lower grade, he may, if he desires it, receive a certificate of such lower grade.

17. *No refund of fee permitted*.—No part, however, of the fee he has paid shall be returned to him, and on presenting himself, when entitled so to do, for re-examination for the higher grade of certificate he shall be required to pay the full fee again.

Fees

18. *When fees are to be paid*.—Candidates for examination, in making their application on the prescribed Form known as Exn. 2b, shall be required to pay the examination fee before any step is taken, whether by inquiring into their services or testing their qualifications or otherwise. Should it be found that their service is not sufficient to entitle them to be examined, or should their testimonials be unsatisfactory, or should they from any other cause not be examined, no part of the fee shall be returned to them, but when they have fulfilled the requisite service or are able to produce satisfactory testimonials, as the case may be, they shall be allowed again to present themselves for examination for a certificate of the same grade without paying any further fee.

19. *Where fees are to be paid*.—The fee for examination must be paid in the Cash Office of the Captain or Deputy Captain of Ports, Panjim Mormugao. In any case in which a candidate offers money to any person other than the cashier, and in any place except in the Cash Office, the candidate so offering money shall be guilty of misconduct, and shall not be allowed to appear for that examination or for another examination for a period of 12 months.

20. *Refund of fees*.—The fee paid for examination for a certificate of competency includes the fee of rupees two for examination in sight tests, and if a candidate fails to pass those tests, this fee shall, with the exception of rupees two, be returned to him. If a candidate fails to pass any other part of the examination no part of the fee shall be returned to him.

21. *Scale of fees*.—The fees are as follows:—

	Rs.
Serang's Certificate	8
Second Class Master's Certificate	15

22. *Grant of certificates*.—If the candidate satisfies the Examiners as to his knowledge of the prescribed subjects, and generally as to his competency to command an inland river steamer, they shall certify the same to the President, who will then grant a certificate to the candidate.

General

23. *Forms of certificates*.—Certificates of competency described above shall be made and issued in the forms hereunto annexed.

24. *Certificates to be in duplicate*.—Every certificate of competency shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, and the other shall be kept and recorded by the Captain of Port, Panjim.

25. *Certificates granted by other Governments.*— A certificate of competency (or service) granted by the Government of any other State in India shall be endorsed by the Government of Goa, Daman and Diu as having effect in this Province after the holder thereof has passed a supplementary examination before the Board of Examiners as to his local knowledge of the port for which he desires a certificate. Half the usual fee will be charged for this examination.

APPENDIX A.

(See Rule 9.)

Sight Tests

Details as to the conduct of the tests.

The object of these tests is to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose he must be able to reach certain minimum standards both of form and colour vision.

The tests employed are two, a Letter Test and a Lantern Test, details of which are given below. The Letter Test is a test of form vision only, and the Lantern Test is a test of form and colour vision combined.

The tests must be conducted under the strict personal supervision of the Examiner. A careful record must be kept of all mistakes made by the candidate both in the letter test and in the lantern test.

Each Examiner shall keep a record of all candidates passed by him for reference when required.

Spectacles not allowed.— During the examination in the sight tests candidates shall not be allowed to use spectacles or glasses of any kind or any other artificial aid to vision. They will, however, have the option of using either eye separately or both eyes together.

I. — Letter Test

1. *Letter test to be taken first.*— The first test which the candidate is required to undergo is the letter test.

2. *Apparatus used.*— The letter test to be used for all candidates is that conducted on Snellen's principle by means of sheets of letters.

3. *Standard of vision required.*— With the exception indicated below (see paragraph 6), every candidate will be required to read five of the six letters in the sixth line and four of the seven letters in the seventh line, using either eye or both eyes at his option.

4. *Method of testing.*— The test sheets should be hung on the wall, in a good light, but not in direct sunlight, at a height of five or six feet from the ground. The candidate should be placed at a distance of exactly 16 feet from the sheets, and exactly opposite them. This distance should be carefully measured, and should never in any circumstances be varied.

One of the sheets should then be exposed, and the candidate should be asked to read the letters on each sheet, beginning at the top and going downwards. Any mistakes which he makes should be carefully noted. If then it is found that he has read correctly at least five letters in the sixth line and four letters in the seventh line of a sheet, the candidate may be

considered to have normal vision, and should be marked «passed» in the appropriate column or the form of application (Exn. 2B).

5. *Passing or failure.*— If at the conclusion of the test the candidate is found to reach required standard, he may be considered to have passed, and the Examiner should proceed with the lantern test, unless the candidate holds a certificate of competency. If the candidate fails to reach the standard required for the certificate entered for, he should be tested with at least four sheets, and the Examiner should record on the prescribed form known as Exm. 17 (b) the number of mistakes made in each line of each sheet, and explain to the candidate the alternatives mentioned in rule 9 (d).

Failure to pass letter test is due to some defect in form vision, and such defects are sometimes curable. Whenever, therefore a candidate fails to pass this test the Examiner should advise him to consult an ophthalmic surgeon with a view to ascertaining what is the nature of the defect in his form vision and whether it is curable.

6. *Lower standard required in certain cases.*— Candidates who are in possession of certificates obtained before January 1st, 1914, may be regarded as passing the letter test if they can read correctly with both eyes at least three of the five letters in the fifth line of a test sheet.

7. *Test to be varied.*— The Examiner should take care, by varying the order of the test sheets and by every other means in his power, to guard against the possibility of any deception on the part of the candidate.

II. — Lantern Test

8. *Apparatus.*— A special lantern and a mirror have been provided for this test. The lantern should be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror. Care should be taken that the lantern is properly placed, that is to say, the lights reflected in the mirror must show clearly when viewed from the position of the candidate on the left of the lantern. The Examiner should always satisfy himself that these conditions are fulfilled before commencing the examination.

9. *Darkness adaption.*— If a candidate makes mistakes at the beginning of the lantern test he should be kept in a completely or partially darkened room for at least a quarter of an hour and should then begin the test again.

Before the examination commences the Examiner must satisfy himself that the room in which it is conducted is so darkened as to exclude all daylight.

10. *Method of testing.*— The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with 12 glasses of three colours—red, white and green. At the commencement of the examination the Examiner should show to the candidate a series of lights through the large aperture, and should require him to name the colours as they appear to him. Care should be taken in showing the white light to emphasise the fact that the light is not a pure white. If a candidate makes a mistake of calling this light «red» a proper red light should be shown immediately after and the candidate's attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, the Examiner should make a complete circuit with the two small apertures, requiring the candidate to name the colours of each set of two lights from left to right. To prevent any possibility of the order in which the lights are arranged from being learnt, the Examiner should at least twice in each circuit go back a varying number of colours.

A record of any mistakes made with either the large aperture or the two smaller apertures should be kept on prescribed Form known as Exn. 17 (b) in accordance with the instructions thereon.

11. *Passing or failure.*—If a candidate with either the large aperture or the two smaller apertures of the lantern mistakes red for green or green for red, he should be considered to have «failed» in the lantern test.

If the only mistake made by the candidate with the lantern is to call the white light «red» and if after his attention has been specially directed to the difference between the two he makes no further mistake of this nature, he should be considered to have passed in the lantern test.

If a candidate makes any other mistake with the lantern, i.e., if he calls white «red» repeatedly or red «white» at all, or confuses green and white, his case should be reported to the Captain of Ports, Panjim and he should be told that the decision as to whether he is passed or failed, or must undergo a further examination will be communicated to him in due course. Pending the receipt of the Principal Officer's instructions such a candidate should only be allowed to proceed with the remainder of the examination for a certificate of competency on the express understanding that the latter examination will be cancelled in the event of failure in the Sight Tests.

12. *Further examination and appeals.*—If in the cases covered by the preceding paragraph the Captain of Ports decides that a further examination is necessary, arrangements will be made for a special examination.

If, however, on the report of the Examiner the Captain of Ports decides that the nature of the mistakes made shows conclusively that a candidate's sight is so defective as to render him unfit to hold a certificate, the candidate shall be considered to have failed.

In cases where, upon the report of the Examiner, a candidate is failed by the Captain of Ports, as well as in the case of a special examination, the Government of Goa, Daman and Diu may allow a candidate who is dissatisfied with this decision to appeal for a further examination, subject to the conditions set out in rule 9.

BY THE GOVERNMENT OF GOA, DAMAN AND DIU



GOVERNMENT OF GOA, DAMAN AND DIU

CERTIFICATE OF COMPETENCY

FIRST CLASS MASTER OF AN INLAND STEAM-VESSEL

To

Whereas it has been reported to the Government of Goa, Daman and Diu that you have been found, after examination, duly qualified to fulfil the duties of First Class Master of an Inland Steam-Vessel under Act I of 1917, I do hereby grant

you this Certificate of Competency as such First Class Master.

By order of the Governor of Goa, Daman and Diu

This day of 19.

Countersigned.

Secretary to the Government of Goa, Daman and Diu
Captain of Ports,
Mercantile Marine Department,
Panjim, Marmagao.

Registered at the Office of the Department Port Captain Marmagao.

(On the reverse)

No. of Certificate.

Bearer by caste
Date* and place of Birth showing Village. Thana and District
Residence, showing Village, Thana and District
Height
Personal description, stating particularly any permanent marks or scars
Signature

Any Master who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof, becoming possessed of this Certificate is required to transmit it forthwith to the Dy. Captain of Ports, Mormugao.

Issued at Mormugao on the day of 19.
Dy. Captain of Ports
Panjim, Mormugao

* If not known exactly must be stated on the best information or evidence.

BY THE GOVERNMENT OF GOA, DAMAN AND DIU



GOVERNMENT OF GOA, DAMAN AND DIU

CERTIFICATE OF COMPETENCY

SECOND CLASS MASTER OF AN INLAND STEAM-VESSEL

To

Whereas it has been reported to the Government of Goa, Daman and Diu that you have been found, after examination, duly qualified to fulfil the duties of Second Class Master of an Inland Steam-Vessel, I do hereby grant you this Certificate of Competency as such Second Class Master.

By order of the Governor of Goa, Daman and Diu.

This day of 19.

Countersigned.

Chief Secretary to the Government of Goa, Daman and Diu,
Captain of Ports,
Panjim.

Registered at the Office of the Captain of Ports, Panjim.

(On the reverse)

No. of Certificate.

Bearer by caste
Date* and place of Birth showing Village. Thana and District
Residence, showing Village, Thana and District
Height
Personal description, stating particularly any permanent marks or scars
Signature

Any Master who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the owner thereof, becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim.

Issued at Panjim on the day of 19.
Captain of Ports
Panjim.

* If not known exactly must be stated on the best information or evidence.

BY THE GOVERNMENT OF GOA, DAMAN AND DIU



GOVERNMENT OF GOA, DAMAN AND DIU
 CERTIFICATE OF COMPETENCY
 AS
 SERANG OF AN INLAND STEAM-VESSEL

To
Whereas it has been reported to the Government of Goa, Daman and Diu that you have been found, after examination, duly qualified to fulfil the duties of Serang of an Inland Steam-Vessel under 40, N.H.P. under Act I of 1917, I do hereby grant you this Certificate of Competency as such Serang.

By order of the Governor of Goa, Daman and Diu.

This day of 19
 Countersigned.

Chief Secretary to the Government of Goa, Daman and Diu.
 Captain of Ports,
 Panjim.

Registered at the Office of the Captain of Ports, Panjim.

(On the reverse)

No. of Certificate —

Bearer by caste
 Date* and place of Birth showing Village, Thana and District
 Residence, showing Village, Thana and District
 Height
 Personal description, stating particularly any permanent marks or scars
 Signature

Any Serang who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B. — Any person other than the owner thereof, becoming possessed of this Certificate is required to transmit it forthwith to the Captain of Ports, Panjim.

Issued at Panjim on the day of 19
 Captain of Ports,
 Panjim.

* If not known exactly must be stated on the best information or evidence.

3. (1) An inland steam-vessel shall not proceed on any voyage, or be used for any service unless she has a certificate of survey in force and applicable to such voyage or service.

(2) Nothing in this section shall apply to any steam-vessel proceeding on a voyage during the interval between the time at which her certificate of survey expires and the time at which it is first practicable to have the certificate renewed.

29. (1) The Local Government may make rules to regulate the granting of certificates of competency under this Chapter.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may prescribe: —

(a) the times and places of holding and the mode of conducting examinations of persons desirous of obtaining certificate of competency;

(b) the qualifications to be required of persons desirous of obtaining such certificates;

(c) the examination fees to be paid by such persons; and

(d) the forms in which such certificates are to be framed, and the authority by whom, and the manner in which, copies are to be kept and recorded under section 23.

32. Whenever: —

(a) any inland steam-vessel has been wrecked, abandoned or materially damaged, or

(b) by reason of any casualty happening to, or on board of, any inland steam-vessel, loss of life has ensued, or

(c) any inland steam-vessel has caused loss or material damage to any other vessel, the master of the steam-vessel shall forthwith give notice of the wreck, abandonment, damage, casualty, or loss to the captain of ports or his deputy.

52. (1) The Local Government may make rules for the protection of inland steam-vessels against explosion, fire, collision and other accidents.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may: —

(a) prescribe the conditions on and subject to which dangerous goods may be carried on board inland steam-vessels;

(b) prescribe precautions to be taken to prevent explosions or fires on board inland steam-vessels;

(c) prescribe the apparatus which is to be kept on board inland steam-vessels, for the purpose of extinguishing fires;

(d) regulate the making of sound signals;

(e) regulate the carriage and exhibition of lights by inland steam-vessels;

(f) regulate the carriage and exhibition of lights by other vessels on specified inland waters on which steam-vessels ply;

(g) prescribe the steering rules to be observed;

(h) regulate the towing of vessels astern or alongside;

(i) prescribe the speed at which inland steam-vessels may be navigated in specified areas; and

(j) regulate the navigation of inland steam-vessels to prevent danger to other vessels, or to the banks, channels, navigation marks or any property, moveable or immovable, in or abutting on navigable channels.

(3) Any rule made under this section may contain a provision that any person committing a breach of it shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

53. (1) The Local Government may make rules to regulate the carriage of passengers in inland steam-vessels.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may: —

(a) prescribe the cases in which passengers may be refused admission to, or may be required to leave, inland steam-vessels;

(b) provide for the payment of fares, and the exhibition of tickets or receipts (if any) showing the payment of their fares, by passengers in inland steam-vessels; and

(c) regulate generally the conduct of passengers in inland steam-vessels.

(3) Any rule made under this section may contain a provision that any person committing a breach of it shall be punishable with fine which may extend to twenty rupees.

(4) The master or any other officer of an inland steam vessel, and any person called by him to his assistance, may arrest any person who has committed

a breach of any rule made under this section, if the name and address of such person are unknown to the master or such other officer.

(5) The procedure prescribed by section 59 of the Code of Criminal Procedure, 1898, in the case of arrest by private persons shall apply to every arrest made under this section.

54. (1) The Local Government may also make rules for the protection of passengers in inland steam-vessels, and may by such rules require:—

(a) the prices of passenger tickets to be printed or otherwise denoted on such tickets; and

(b) the supply, free of charge, of a sufficient quantity of fresh water for the use of such passengers.

(2) Any rule made under this may contain a provision that any person committing a breach of it shall be punishable with fine which may extend to fifty rupees.

55. (1) If any inland steam-vessel proceeds on a voyage in contravention of section 3, the owner and the master of the steam-vessel shall each be punishable with fine, which may extend to one thousand rupees.

(2) If the master or any other officer on board an inland steam-vessel which proceeds on a voyage in contravention of section 3 is a licensed pilot, he shall be liable to have his licence as a pilot suspended or cancelled, for any period, by the Local Government.

56. If the certificate of survey is not kept affixed in an inland steam-vessel as required by section 10, the owner and the master of the steam-vessel shall each be punishable with fine which may extend to one hundred rupees.

57. If the owner or master of an inland steam-vessel, without reasonable cause, neglects or refuses to deliver up a certificate of survey when required under section 14 so to do, he shall be punishable with fine which may extend to one hundred rupees.

58. If any inland steam-vessel has on board or in any part thereof a number of passengers which is greater than the number set forth in the certificate of survey as the number of passengers, which the vessel or the part thereof is, in the judgment of surveyor, fit to carry, the owner and the master shall each be punishable with fine which may extend to ten rupees for every passenger over and above that number.

59. If any person:—

(a) proceeds on any voyage in an inland steam-vessel as the master or engineer of such vessel without being at the time entitled to, and possessed of, a master's or serang's or an engineer's or engine-driver's certificate, or a master's or engine-driver's licence, as the case may be, as required under this Act, or

(b) employs as the master or engineer of an inland steam-vessel any person without ascertaining that he is at the time entitled to, and possessed of, such certificate or licence,

he shall be punishable with fine which may extend to five hundred rupees.

60. If any master wilfully fails to give notice, as required by section 32, of any wreck, abandonment,

damage, casualty, or loss, he shall be punishable with fine which may extend to five hundred rupees, and, in default of payment of such fine, with simple imprisonment for a term which may extend to three months.

61. If any person, whose certificate is suspended or cancelled under this Act, fails to deliver up the certificate as required by section 46, he shall be punishable with fine which may extend to five hundred rupees.

62. If any person, in contravention of section 50, takes with him on board any inland steam-vessel any dangerous goods, or delivers, or tenders any such goods for carriage on any inland steam-vessel, he shall be punishable with fine which may extend to two hundred rupees, and the goods shall be forfeited to Government.

63. If any person employed or engaged in any capacity on board an inland steam-vessel, by wilful breach or by neglect of duty, or by reason of drunkenness:—

(a) does any act tending immediately to wreck, destroy or materially damage the vessel, or to endanger the life or limb of any person on board, or belonging to the vessel, or

(b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the vessel from immediate wreck, destruction or material damage, or for preserving any such person from immediate danger to life or limb, he shall be punishable with fine which may extend to one thousand rupees, or with imprisonment for a term which may extend to two years or with both.

64. Where the owner or master of an inland steam-vessel is convicted of any offence under this Act or any rule made thereunder committed on board, or in relation to, that steam-vessel, and is sentenced to pay a fine, the Magistrate who passes the sentence may direct the amount of the fine to be levied by distress and sale of the steam-vessel and the tackle, apparel and furniture thereof, or so much thereof as is necessary.

Notice

LD/7/65

1. The following rules are proposed to be made by the Government of Goa, Daman and Diu under section 19(R) of the Inland Steam Vessels Act, 1917.

2. It is proposed to bring the rules into force on 1st of March, 1965.

3. Any suggestions will be received by the Government for consideration before 20th of February, 1965.

By order and in the name of the Lieutenant Governor of Goa, Daman and Diu.

B. K. Chougule, Secretary, Industries and Labour Department.

DRAFT RULES

Rules to Regulate the Registration of Inland Power-Driven Vessels, Under the Inland Steam Vessels Act, 1 of 1917

RULES

1. **Short title and application.**— These rules may be called the Goa, Daman and Diu Inland Steam-Vessels Registration Rules, 1965.

Save as expressly provided otherwise, these rules shall apply to all inland power-driven vessels in the Union Territory of Goa, Daman and Diu.

2. Definitions. — In these rules, unless there is anything repugnant in the subject or context, —

(a) «Act» means the Inland Steam Vessels Act, 1917 (I of 1917):

(b) «Registering Authority» means the officer appointed as such under sub-section (1) of section 19B of the Act.

(c) «Government» means the Government of Goa, Daman and Diu.

(d) «Vessel» means a power-driven vessel ordinarily plying in inland waters.

3. Application for registration. — (1) Every application for registration of a vessel shall be made by the owner of the vessel or his authorised agent to the Registering Authority, Goa, in Form I, at least 15 days before the date on which the registration certificate is desired, or when the keel of the vessel is laid in the case of new construction. In the case of new construction registration fees shall, in the first instance be based on the approximate tonnage as ascertained by the Surveyor from the lines plans of the vessel submitted by the builders. The fees shall be finally adjusted by the Registering Authority at the time of issuing the Certificate of Registry.

(2) The application shall be accompanied by a treasury chalan showing the deposit of the registration fee as prescribed under these rules as well as a certified copy of the certificate of survey in respect of the vessel which is to be registered. In case registration is desired to be made at a place other than the one in which the owner resides or carries on business, or if the owner is a Company, at a place other than the one in which the principal office of the company is situated, the application shall also be accompanied by a copy of the letter conveying the previous approval of such registration, from the Government of the State in which the owner resides or carries on business or, the company has its principal office:

Provided that all vessels belonging to, or in the service of, any State Government or the Central Government within the Union Territory of Goa, Daman and Diu shall be exempt from the fees payable under these rules.

4. Inspection and enquiry by the registering authority. — On receipt of an application for registration the Registering Authority, if it considers an inspection of the vessel necessary, shall, at least three days before the date fixed for inspection, send a notice in Form II to the applicant informing him of the date and time at which the inspection for registration shall be made. It shall be the duty of the master or owner of the vessel to furnish all such information as may be required by the Registering Authority, and to afford all reasonable facilities to the Registering Authority or any person, authorised by it, in carrying out the inspection of the vessel in such manner as it deems necessary for the purpose of satisfying itself that the provisions of the Act and the rules framed thereunder have been complied with.

5. Certificate of Registration. — (1) The Registering Authority shall, after satisfying itself that the provisions of the Act and the rules made thereunder have been complied with, grant a certificate of registration in Form III and assign a registration

mark and a number to the vessel. It shall be the duty of the owner and master of the vessel to keep the certificate of registration on board the vessel and to produce it on demand by the Registering Authority or by such authority as may be notified by Government in the *Official Gazette*.

(2) In special circumstances the Registering Authority may grant a pass to a vessel to enable her to ply while the certificate of registration is under preparation. The pass shall, for the time and within the limits therein mentioned, have the same effect as a certificate of registration:

Provided that no such pass shall be valid for a period exceeding two months which may be extended by the Registering Authority by a further period not exceeding two months at a time.

6. Registration mark and the name of the vessel. —

(1) The registration mark and number assigned to the vessel shall be displayed on the main beam or any permanent bulkhead at a prominent place and the name of the vessel and the Port of Registry shall also be displayed respectively on each bow and on the stern or at a suitable place on the superstructure, to the satisfaction of the Registering Authority. The letters and figures of the registration mark and number shall be 8 inches × 6 inches., which may be reduced in size in special circumstances to not less than 4" × 3" at the discretion of the Registering Authority.

(2) It shall not be lawful for any owner of a vessel to give any name and/or number to such vessel other than that by which she is registered.

(3) The owner of a vessel or his authorised agent shall obtain prior sanction of the State or the Central Government, as the case may be, in case the name of the vessel registered under these rules is proposed to be changed.

7. Book of registration. — A book of registration shall be maintained by the Registering Authority in a bound volume in Form IV separately for each vessel registered, and shall contain all the particulars given in the certificate of registration.

8. Registration of alterations. — (1) When a registered vessel is so altered as not to correspond with the particulars relating to her tonnage and description as shown in the book of registration, the alterations shall be recorded by the Registering Authority or the vessel shall be re-registered if it so directs. In exercising the discretion as to whether the alteration should be made in the certificate of registration or whether the vessel should be registered, anew the Registering Authority shall be guided by the following principles: —

(a) It shall require registry anew (i) Whenever any material alteration is made in the hull affecting the length, breadth or the depth of the vessel and, (ii) whenever there is an alteration in the means of propulsion, for instance, a change from steam to motor or *vice versa* of the addition or removal of an auxiliary engine.

(b) It shall not be required to register anew if the alterations consist merely of (i) a change in the dimensions of the engine rooms or other closed-in spaces, (ii) the addition or removal of a poop or deck houses, etc. (iii) an allowance or disallowance of crew space or other similar change or (iv) an alteration from motor screw to steam screw or the reverse.

(2) Within one month of any such alteration, the owner or his agent shall report in Form V to the Registering Authority of the place where the vessel is registered giving full particulars regarding alterations made together with the prescribed fee and the certificate in force for the vessel at the time of report and other supporting documents for recording the alterations made or for registering anew as the case may be.

(3) On receipt of the report of alterations, the Registering Authority may, after satisfying itself that the alterations, if any, relating to the hull, boiler, engine and other machinery or equipment of the vessel have been duly inspected by the surveyor and incorporated in the certificate of survey —

- (a) issue a fresh certificate of registration or
- (b) make such alterations in the certificate of registration as the Registering Authority may consider necessary.

9. Transfer of ownership of a registered vessel. —

(1) The owner of a vessel, registered under the Act in the Union Territory of Goa, Daman and Diu, or his authorised agent shall obtain the previous approval of the Government or the Central Government, as the case may be, under sub-section (1) of section 19M of the Act for any transfer or ownership of his vessel or any share or interest therein to a person resident in another State in India or in any country outside India. The application for permission for such transfer shall be submitted through the Registering Authority of the place where the vessel is registered to the Government concerned and shall be accompanied by a treasury challan showing that the prescribed fee has been deposited. After obtaining the sanction of the appropriate Government such transfer of ownership shall be executed in Form IX (Deed of Sale) obtainable from the office of the Registering Authority on payment of a sum of one rupee per copy. The Deed of Sale shall bear an adhesive or impressed stamp of not less than the amount specified in Schedule I to the Indian Stamp Act, 1899 (I of 1899).

Every Deed of Sale for the transfer of a registered vessel or any share or interest therein, when duly executed, shall be produced before the Registering Authority of the place where the vessel is registered and the Registering Authority shall thereupon enter in the Registration Book the name of the transferee as owner of the vessel or share thereof and shall endorse on the Deed of Sale the fact of such entry having been made, together with the day and hour thereof.

(2) Within thirty days of the transfer of ownership of the vessel, the transferer and the transferee shall jointly make a report of the transfer in Form VI to the Registering Authority within the local limits of whose jurisdiction the transferee resides or carries on business together with a treasury challan showing that the prescribed fees have been deposited, and, thereupon, the Registering Authority, if satisfied that the documents are in order and that the vessel is not mechanically defective and is river-worthy, shall enter the particulars of the transfer of ownership of the vessel in the certificate of registration.

In case of inter-State transfer and transfer outside India of vessels, the report shall also be accompanied by a Deed of Sale in Form IX.

10. Cancellation of registration. — (1) If a vessel has been destroyed or rendered permanently unfit for service, the owner thereof shall, within one month, report the fact to the Registering Authority in Form VII and shall also forward to that authority the Certificate of registration of the vessel. The Registering Authority shall then have the certificate of Registration cancelled.

(2) A Registering Authority may at any time require that any vessel within the local limits of its jurisdiction shall be inspected by an authorised surveyor of vessels and, if as a result of such inspection it is satisfied that the vessel is not fit to ply in any inland water, it may, after giving the owner of the vessel an opportunity of being heard, cancel the registration of the vessel and require the owner thereof to surrender forthwith to it the certificate of registration, if the same has not already been surrendered.

11. Loss, destruction or mutilation of certificate by registration. — (1) If at any time a certificate of registration is lost, destroyed or mutilated, the owner shall forthwith intimate the facts in writing to the Registering Authority by whom the certificate was issued and shall apply in Form VIII to the said Authority for the issue of a duplicate certificate. The application for the duplicate certificate shall be accompanied by the treasury challan for the prescribed fee and the mutilated certificate if the duplicate is required in place of a mutilated one.

(2) On receipt of such an application, the Registering Authority shall issue a duplicate certificate with the word «duplicate» clearly stamped in red ink on it.

(3) If, where a duplicate certificate of registration has been issued on the ground of the original having been lost or destroyed, the original is subsequently found by the holder, the original shall be delivered forthwith to the Registering Authority.

12. Manning. — Every vessel registered in the Union Territory shall be adequately manned, consistent with the size and power of the vessel to the satisfaction of the Registering Authority.

13. Appeals. — (1) Any person preferring an appeal against the orders of the Registering Authority under Section 19P of the Act relating to the registry of vessels shall within thirty days of the receipt of the order, excluding the time required to obtain a copy of the order, do so in writing to the Secretary to the Government of the Union Territory in the appropriate department in the form of a memorandum in triplicate, setting forth concisely the grounds of objection to the order of the Registering Authority, accompanied by a certified copy of the order and a treasury challan for the prescribed fee.

(2) Upon receipt of an appeal in accordance with sub-rule (1), the Government of the Union Territory shall appoint a date, time and place for hearing the appeal and shall give not less than fifteen days' notice to the appellant, the Registering Authority and any other person interested in the appeal.

(3) On the date appointed for hearing an appeal under sub-rule (2) or any subsequent date to which the appeal may be adjourned, the Government of the Union Territory shall hear such persons as may appeal and, after such further enquiry, if any, as it may deem necessary, confirm, vary or set aside the order against which the appeal is preferred and make any consequential or incidental order that may be

just or proper. The decision of the Government in the matter shall be final.

14. Fees. — All fees to be paid under these rules called «prescribed fees» in these rules are shown in Schedule I and shall be credited to the Receipt head «XXIV-Ports and Pilotage-Miscellaneous receipts» under the Inland Steam Vessels Act, 1917».

15. Inspection and detention of vessels. — (1) The Registering Authority or any officer authorised by the Government of the Union Territory in this behalf may, for the purpose of satisfying itself or himself that the provisions of the Act are being complied with enter and inspect any vessel and detain the same.

(2) It shall be the duty of the owner or master of any such vessel to provide all reasonable facilities and assistance to the authority or the officer entering or inspecting the vessel under sub-rule (1).

(3) Where any vessel is detained in exercise of the powers conferred by sub-rule (1), the authority or officer detaining it shall, forthwith, make a report of its detention to the Government.

16. Penalties. — Any person contravening any of the provisions of these rules shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees or with both.

FORM No. I

See Rule 3(1)

(Application for the registration of a vessel under section 19D of the Inland Steam Vessels Act, 1917)

To,
The Registering Authority,
Goa, Daman and Diu.

I, ..., of ..., being the owner of the inland vessel ..., hereby request that the said vessel be registered at the Port of Panjim/Mormugao I agree to pay such fees as may be leviable under the rules.

Particulars in respect of the said vessel are as under: —

1. Owner's name and address in full ...
2. Occupation ...
3. Name of master and his certificate number ...
4. Name of the Port of Registry and number, if previously registered ...
5. Whence, when and how the vessel was secured ...
6. Kind of vessel, viz., propelled by steam, electricity or other mechanical power. Name and address of engine makers with horse power, speed and the year of the make ...
7. Name and address of builders with place and year of build ...
8. Particulars of boilers (if any) ...

Place ...

Date ...

Signature of owner

Declaration of ownership

I, ..., subject of the State of ..., residing permanently at/having principal place of business at ..., do hereby declare that ... was built at ... in the year ... and was purchased by me on ... for Rs. ... and that I am the sole owner of the same. I further declare that the vessel is intended to ply in the inland waters described hereunder, that is to say;

Signature of owner

Made and subscribed the ... day of ... 19 ... by above-named ... in the presence of ...

Signature of Magistrate.
Justice of Peace.

Registering Authority.

Note: — The declaration must be before a Registering Authority, A Magistrate or a Justice of Peace.

FORM No. II

(See Rule 4)

Appointment of date and time of inspection of the steam/motor vessel by the Registering Authority

From:

The Registering Authority of Inland Vessels, Goa, Daman and Diu.

To:

The Owner/Master of the inland steam/motor vessel
The ... 19

Sir,

I have to acknowledge receipt of your application for registration of the vessel named above under the Inland Steam Vessels Act, 1917 I of (1917), and to state that I shall proceed on board the vessel at ... O'clock ... of ... 19

2. You are requested to afford to the Registering Authority all reasonable facilities for the registration of the steam/motor vessel and all such information respecting the vessel and her machinery or any part thereof and all equipments and articles on board as may be required for the purpose of the registration.

Yours faithfully,

Registering Authority, Inland Steam
Vessels, Goa, Daman and Diu.

FORM No. III

(See rule 5)

Certificate of registration of vessels under section 19 F of the Inland steam vessels Act, 1917 (I of 1917)

Official No. ...

No. Year and Port of Registry.

This is to certify that ... of ... has declared that ... subject of the State of ... and the owner of ... called ... and that the said ... was built at ... by ... of ... in the year ... The said ... had been duly registered at the Port of ... under the Inland Steam Vessels Act, 1917. Certified under my hand this the ... day of ... 19...

Name and address of makers ...

When made ...

No. of sets of engines ... No. of shafts ...

N.H.P. ... B.H.P. ... I.H.P. ...

Estimated speed of ship ... Length of strokes ...

Reciprocating engines: No. and diameter of cylinders in each set ...

Rotary engines: No. of cylinders in each wet ...

Description of boilers.

Feet ... tenths

Length overall ...

Breadth ...

Depth ...

Gross tons ...

Registered tons ...

Registering Authority,
Port of ...

Footnote: This certificate or registration to be produced for inspection on demand by any authority authorised by State Government.

2. This certificate must be surrendered to the Registering Authority if so required by him.

3. While the certificate is in force, the vessel's name and registration mark as painted or otherwise marked in position approved by the Government of Goa, Daman and Diu must not be removed or defaced.

4. In case of any accident occasioning loss of life, or efficiency of the vessel, either in the hull, or in any part of the machinery, a report by letter, signed by the owner or master, is to be forwarded to the Registering Authority within 24 hours after the happening of the accident, or as soon thereafter as possible.

FORM No. IV

(See rule 7)

Registration Book

(Under section 19 C of the Inland Steam Vessels Act, 1917).

Name of the owner ...
 Address of the owner ...
 Name of the vessel ...
 Registration mark ...

Description of steam or motor vessel.

1. (a) Gross tonnage (b) Registered tonnage ...

2. Particulars of vessels.

- (a) Length overall ...
- (b) Breadth ...
- (c) Depth ...
- (d) Make ...
- (e) Year of make ...
- (f) Hull is of wood, steel, etc. ...
- (g) Builders name and address ...
- (h) Number of bulk-heads ...

3. Engine—

- (a) Steam or internal combustion engine ...
- (b) Description ...
- (c) Number of set ...
- (d) Made by ...
- (e) Year of make ...
- (f) Surface, jet or non-condensing ...
- (g) Number of cylinder per set ...
- (h) Diameter of cylinder ...
- (i) Stroke ...
- (j) R. P. M. ...
- (k) N. H. P. ... I. H. P. ... B. H. P. ...

4. Boilers—

- (a) Type ...
- (b) Number of boiler ...
- (c) Heating surface ...
- (d) Grate area ...
- (e) Working pressure ... per square inch.
- (f) Made by ...
- (g) Year of make ...
- (h) Made of iron and steel, etc. ...

5. Propulsion—

Single, twin screw, side, quarter or stern paddle, etc. ...
 Revolution per minute ...
 Propulsion geared or direct driven ...
 Speed of vessel ...

Date:

Registering Authority,
 Goa, Daman and Diu.

FORM No. V

(See rule 8)

Application for registration of alteration/issue of a fresh
 certificate of registration under sub-section 2 of section 19 J
 of the Inland Steam Vessels Act, 1917

Dated ...

To

The Registering Authority,
 Goa, Daman and Diu.

Sir,

I, ... of ... being the owner of an inland vessel ... (name)
 bearing no. ... hereby beg to report that the following altera-
 tions have been carried out on the vessel on ... 19... I there-
 fore, apply for registering the alterations/for the issue of a
 fresh registration certificate. I enclose herewith a duplicate
 copy of treasury chalan showing the deposit of the necessary
 fees. I also enclose herewith the original certificate of regis-
 tration.

Signature of the Owner of the vessel.

FORM No. VI

(See rule 9)

Application for transfer of ownership

To

The Registering Authority,
 Goa, Daman and Diu.

I, ... forward herewith the certificate of registration of
 inland vessel no. ... named ... the ownership of which has
 been transferred to me by ... and hereby request that the
 said inland vessel may be registered in my name and the
 certificate of registration amended accordingly.

The treasury challan showing the payment of the pres-
 cribed fee is enclosed.

2. * The order of the Government of ... sanctioning the
 transfer and the Deed of Sale, (in Form IX) duly executed
 are also enclosed.

Date: ...

Signature of transferee.

I, ... hereby certify that I have transferred the ownership
 of the abovementioned vessel to ...

Signature of transferor.

* This portion does not apply in case of transfer of vessel within
 the same State.

FORM No. VII

(See rule 10)

Application for cancellation of Registration Certificate

To

The Registering Authority,
 Goa, Daman and Diu.

I, ... of ... being the owner of an inland steam/motor vessel
 named ... bearing No. ... hereby request that the registry
 of the said vessel may kindly be cancelled as it was destroyed
 on .../it has been rendered permanently unfit for service.

Place: ...

Signature of owner.

Date: ...

FORM No. VIII

(See rule 11)

Intimation of loss, destruction or mutilation of the certificate
 of registration and application for duplicate

To:

The Registering Authority,
 Goa, Daman and Diu,
 PANJIM/MORMUGAO.

The Certificate of registration of my inland vessel, the
 registration mark of which is ... has been lost/destroyed/
 mutilated * in the following circumstances ... The mutilated
 certificate is attached hereto.

I hereby declare that to my knowledge the registration
 of the vessel has not been either suspended or cancelled under
 any of the provisions of the Act or rules made thereunder
 and I herewith deposit the fee of Rs. ... and apply for the
 issue of a duplicate certificate, of registration.

Signature of applicant.

Address: ...

Date ...

* Strike out whichever inapplicable.

FORM No. IX

(See rule 9)

Deed of Sale

I/We ... of ... in consideration of the sum of Rupees ...
 paid to me/us by ... of ... the receipt whereof is hereby
 acknowledged, transfer the ownership/share of the inland
 vessel particularly described below and in more details in the
 Certificate of Registration and the Registration Book to-
 gether with appurtenances to the said inland vessel The

prior sanction of the Government of ... to the transfer has been obtained.

Name of the Inland Vessel ...	Length ...	Description of Engine ...
Official No. ...	Breadth ...	Description of Boilers (if any) ...
Port of Registry ...	Depth ...	
Whether propelled by Steam, electricity or other mechanical powers ...	Gross tons ...	
How propelled ...	Registered tons ...	

Further, I/We ... hereby declare that the said Inland vessel is free from ...

In witness thereof I/We have hereunto subscribed my/our name this ... day of ... 19...
Executed by ...
In the presence of ...

Note:—The Deed must be executed before a Registering Authority, a Magistrate or a Justice of Peace and shall bear an adhesive or impressed stamp of not less than the amount prescribed in Schedule I of the Indian Stamp Act, 1899.

SCHEDULE I

(See rule 14)

Showing fees payable under Chapter II A of the Inland Steam Vessels Act, 1917

(a) On initial registration, the scale of fees payable will be as follows:—

Vessel up to and including 50 tons gross—Rs. 40.00 P.

Vessels from 51 to 100 tons gross—Rs. 60.00 P.

Vessels from 101 to 200 tons gross—Rs. 80.00 P.

With Rs. 20.00 P. for every additional 100 tons or fraction thereof.

(b) For registering any vessel which has been registered under the Merchant Shipping Act, 1958 or the Captain of Port rules—Rs. 20.00 P.

(c) Registration anew as directed by the Registering Authority—Half the rates indicated against (a) above.

(d) Registration of alterations to a vessel—Rs. 10.00 P.

(e) Issue of duplicate certificate—Rs. 10.00 P.

(f) Registration as a result of transfer of ownership within the same or different States—Half the rates indicated against (a), above.

(g) Appeal against the decision of Registering Authority—Rs. 100.00 P.

Instructions for the measurement of tonnage

(1) Measurement of vessels to be registered: and other vessels of which the hold is clear.—Lengths. Measure the length of the vessel in a straight line along the upper side of the tonnage deck from the inside of the inner plank (average thickness) at the side of the stem to the inside of the midship stern timber or plank there, as the case may be (average thickness), deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in the thickness of the deck, and also what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following table, according to the class in such Table to which the vessel belongs:

TABLE

Class 1. Vessels of which the tonnage deck is according to the above measurement 50 feet long or under, into 4 equal parts:

Class 2. Vessels of which the tonnage deck is according to the above measurement above 50 feet long and not exceeding 120, into 6 equal parts:

Class 3. Vessels of which the tonnage deck is according to the above measurement above 120 feet long, and not exceeding 180, into 8 equal parts:

Class 4. Vessels of which the tonnage deck is according to the above measurement above 180 feet long, and not exceeding 225, into 10 equal parts:

Class 5. Vessels of which the tonnage deck is according to the above measurement above 225 feet long, into 12 equal parts.

In the case of a break or breaks in a double bottom for water ballast, the length of the vessel is to be taken in parts according to the number of breaks, and each part divided into a number of equal parts according to the class in the above table to which such length belongs.

(2) Transverse areas. Then, the hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of the vessel at each point of division of the length or each point of division of the parts of the length, as the case may require as follows: Measure the depth at each point of division from a point at a distance of one-third of the round of the beam below the tonnage deck, or, in case of a break, below a line stretched in continuation thereof, to the upper side of the floor timber (upper side of the inner plating of the double bottom)* at the inside of the limber strake, after deducting the average thickness of the ceiling which is between the bilge planks and limber strake; then, if the depth at the midship division of the length do not exceed 16 feet, divide each depth into five* equal parts, then measure the inside horizontal breadth at each of the four points of division, and also at the upper point of the depth extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement; number these breadths from above (i. e. numbering the upper breadth one, and so on down to the fifth breadth; multiply the second and fourth by four and the third by two; add these products together, and to the sum add the first breadth and the fifth; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area of the upper part of the section; then find the area between the fifth and lower point of the depth by dividing the depth between such points into four equal parts and measure the horizontal breadths at the three points of division and also at the upper and lower points, and proceed as before, and the sum of two parts shall be deemed to be the transverse area; but if the midship depth exceed sixteen feet, divide each depth into seven equal parts instead of five, and measure as before directed the horizontal breadths at the six points of division, and also at the upper point of the depth; number them from above as before; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the seventh; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the products shall be deemed the transverse area of the upper part of the section; then find the lower part of the area as before directed, and add the two parts together, and the sum shall be deemed to be the transverse area.

In all cases where the top of the double bottom is horizontal, it will be sufficient to measure the

transverse areas under the ordinary works of the law.

(3) Computation from areas. Having thus ascertained the transverse area at each point of division of the length of the ship, or each point of division of the parts of length, as the case may require, as required by the above table, proceed to ascertain the register tonnage under the tonnage deck in the following manner; Number the areas respectively 1, 2, 3, 4, etc., No. 1 being at the extreme limit of the length at the bow, or of each part of the length, and the last number at the extreme limit of the length of the stern, or the extreme limit at the after end of each part of the length; then whether the length be divided according to the table into four or 12 parts, as in classes 1 and 5, or any intermediate number, as in classes 2, 3 and 4, multiply the second and every odd numbered area (except the first and last) by two; add these products together, and to the sum add the first and last if they yield anything; multiply the quantity thus obtained by one-third of the common interval between the areas, and the product will be the cubical contents of the space, or cubical contents of each part if the vessel is measured in parts under the tonnage deck; divide this product; or if measured in parts the products of the several parts added together by 100 and the quotient, being the tonnage under the tonnage deck, shall be deemed to be the register tonnage of the ship, subject to any additions and deductions under this Act.

(4) In case of decks above the tonnage deck. If the ship has a third deck, commonly called a spar deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows:—

Measure in feet the inside length of the space at the middle of its height from the plank at the side of the stem to the lining on the timbers at the stern, and divide the length into the same number of equal parts into which the length of the tonnage deck is divided as above directed; measure (also at the middle of its height) the inside breadth at the stem and the breadth at the stern; number them successively 1, 2, 3, etc., commencing at the stem; multiply the second and all the other odd numbered breadths (except the first and last) by two; to the sum of these products add the first and last breadths; multiply the whole sum by one-third of the common interval between the breadths and the result will give in superficial feet the mean horizontal area of the space; measure the mean height of the space, and multiply by it the mean horizontal area, and the product will be the cubical contents of the space; divide this product by one hundred and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage of the vessel ascertained as aforesaid. If the vessel has more than three decks, the tonnage of each space between decks above the tonnage deck shall be severally ascertained in manner above described, and shall be added to the tonnage of the vessel ascertained as aforesaid.

(5) Poop, deck-house, forecastle, and any other closed-in space. If there be a break, a poop, or any other permanent closed-in space on the upper deck available for cargo or stores, or for berthing or accommodation of passengers or crew, the tonnage of that space shall be ascertained as follows: Measure the internal mean length of the space in feet and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at

each end and the other at the middle of the length; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one-third of the common interval between the breadths, the product will give the mean horizontal area of the space; then measure the mean height, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage under the tonnage deck ascertained as aforesaid. Provided that no addition shall be made in respect of any building erected for the shelter of deck passengers, and approved by Government.

RULE II

(1) Measurement of vessels not requiring registry with cargo on board and vessels which cannot be measured under Rule I.—Length-Breadth-Girting of the vessel. Measure the length on the uppermost deck from the outside of the outer plank at the stem to the aft side of the stern-post at the point where the counter plank crosses it; measure also the greatest breadth of the vessel to the outside of the outer planking or wales, and then having first marked on the outside of the vessel on both sides thereof the height of the upper deck at the vessel's sides girt the vessel at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the vessel on the one side to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken add half the main breadth; square the sum; multiply the result by the length of ship taken as aforesaid; then multiply this product by the factor .0017 (seventeen ten thousands) in the case of vessel built of wood and .0018 (eighteen ten thousands) in the case of vessels built of iron and the product shall be deemed the register tonnage of the vessel, subject to any additions and deductions under this Act.

(2) Poop, deck-house forecastle, and other closed-in spaces on upper deck. If there be a break, a poop, or be a break or other closed-in space on the upper deck, the tonnage of that space shall be ascertained by multiplying together the mean length, breadth, and depth of the space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of the space, and shall be added to the tonnage of the vessel ascertained as aforesaid.

Measurement of allowance for engine-room space in steam vessels. (i) Measure the mean depth of the space from its crown to the ceiling at the limber strake, measure also three, or, if necessary more than three breadths of the space at the middle of its depth, taking one of those measurements at each end, and another at the middle of the length; take the mean of those breadths; measure also the mean length of the space between the foremost and aftermost bulheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; multiply together these three dimensions of length, breadth, and depth, divide the product by one hundred and the result shall be deemed the tonnage of the space below the crown; then find the cubical contents of the space or spaces, if any, above the crown aforesaid, which are framed in for the machinery or for the admission of light and air, by multiplying together the length depth, and breadth thereof; add such contents to the cubical contents of the space below the crown; divide the sum by 100; and the result shall (subject to the provisions herein-

after contained) be deemed to be the tonnage of the space.

(ii) If in any vessel in which the space for propelling power is to be measured the engines and boilers are fitted in separate compartments, the contents of each shall be measured severally in like manner, according to the above rules, and the sum of their several results shall be deemed to be the tonnage of the said space.

(iii) In the case of crew steamers in which the space for propelling power is to be measured, the contents of the shaft trunk shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk, and dividing the product by 100.

(iv) If in any vessel in which the space aforesaid is to be measured any alteration be made in the length or capacity of the spaces, or if any cabins be fitted in the space, the vessel shall be deemed to be a vessel not registered until re-measurement.

RULE IV

IV. Measurement of open vessels. In ascertaining the tonnage of open vessels the upper edge of the upper strake is to form the boundary line of measurement, and the depths shall be taken from an athwartship line, extended from upper edge to upper edge of the said strake at each division of the length.